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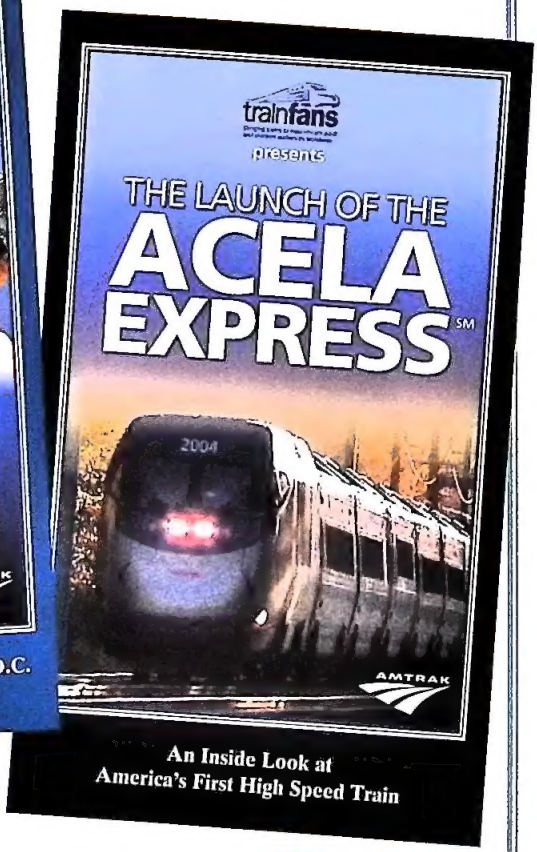

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RAILFAN & RAILROAD®

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on the cover

Santa Fe 4-8-4 No.3751 stomps upgrade at Caliente, California, in the last rays of daylight on June 29, 1999. The locomotive is en route to Los Angeles after display at Railfair in Sacramento. Tom Kelcec visits with the veteran crew of 3751 starting on page 36. Photograph by Dave Burton.

Publisher's Desk

The Case for Amtrak Funding

THE TERRORIST ATTACKS on the Pentagon and World Trade Center underscored the need for upgrading our national railroad passenger network, not only to beef up security but also to improve service with upgraded rights-of-way, faster service and additional key routes. We mentioned our experiences in last month's editorial as we came home from Chicago on the *Cardinal*.

Shortly after, we received a copy of the following letter, written by Walter E. Zullig to his Senator from New York, Hillary Rodham Clinton, which points up the needs of Amtrak especially following the September 11th tragedies. Walter is a life long railfan and is presently Special Counsel for Metro North Commuter Railroad and can be considered an expert on passenger rail travel. Because of the anthrax scare in Washington, Mr. Zullig feels that Mrs. Clinton may not yet have received his letter through the postal service.

Dear Senator Clinton:

Thank you for your letter of October 1, 2001. Unfortunately someone on your staff did not understand the thrust of my September 11th letter and sent me a "form" reply relating to our united effort to stamp out terrorism.

My concern has been the lack of adequate funding for Amtrak and the absurd requirement that Amtrak become profitable by 2002. Every year, the United States spends billions of dollars to subsidize air and road travel. Gas taxes pay for superhighways. The federal government pays for air traffic control. When it comes to rail travel, the penny-pinching starts.

Amtrak should sink or swim in the marketplace, say detractors like Sen. John McCain (R-Ariz.), who has led the opposition to continued Amtrak funding. This selective free-market economics is preposterous, especially in the wake of terror attacks that showed the value of trains. It is even more preposterous now that the federal government has "bailed out" the supposedly private airlines with *billions* of our tax dollars. How about just a small fraction of that for the nation's intercity rail travelers?

American visitors to Europe or Japan marvel at the efficient high-speed trains. The U.S., by contrast, has a crumbling railway system unable to even upgrade its track. Immediately after September 11th, Amtrak ridership rose about 17% and is now between 10% and 13% higher.

Commuters between New York and Washington realize that, with Reagan National Airport still closed and new security controls in place, the train more than ever saves time and aggravation.

Walter E. Zullig

Reagan National Airport has since reopened, presently with fewer flights and tight security. Delays at airports around the country have increased, with Denver experiencing reported security delays of up to five hours.

We urge our readers to write their representatives in Congress expressing their views on the need for improved passenger service in the United States.

Norfolk Southern Pins

Rhonda S. Broom, Manager of Norfolk Southern's Advertising and Promotion Department, caught our PUBLISHER'S DESK column about railroad pin collecting in our August issue. She says that RAILFAN & RAILROAD readers can get a fantastic set of twelve pins relating to Norfolk Southern, in various authentic colors. Predecessor railroads include, in addition to Norfolk Southern, Conrail, Southern, Norfolk & Western, Pennsylvania, Wabash, Central of Georgia, Nickel Plate, Reading, Jersey Central, New York Central and Erie Lackawanna. You can get a set of these twelve pins mounted in an attractive collectors box through the Norfolk Southern company store website, *www.nscorp.com*, for only $20.00. These pins will disappear fast so we'd suggest our readers write away today. Hey, our only regret is that NS didn't issue pins for the Lackawanna and Erie separately!

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CPR 2816 Comes Home

Steven J. Brown

Photography the author

Engineer Doyle McCormack explains the intricacies of Canadian Pacific Hudson No.2816 to a group of young admirers during a stop at Revelstoke, British Columbia, on September 21, 2001 (TOP).

The classic lines of 2816's running gear make an interesting study at night during the service stop at Revelstoke (RIGHT).

The westbound train crosses the Kananaskis River at Seebe, Alberta, on September 23rd (BELOW).

No.2816 sprints along the Bow River with the Rocky Mountains as a backdrop at Morant's Curve east of Lake Louise, Alberta, on September 23rd (OPPOSITE).

FOLLOWING A TWO-YEAR RESTORATION by BC Rail's North Vancouver steam shop for the Canadian Pacific, CPR Hudson No.2816 was added to the ranks of operable steam locomotives in August, 2001. On September 19th, she began her trip home to Canadian Pacific headquarters in Calgary, Alberta, stopping overnight in North Bend, Kamloops, Revelstoke and Lake Louise. The beautifully restored locomotive performed flawlessly during the five-day excursion. Stops were made many towns along the CPR main line for the public to view the locomotive and go through two baggage/display cars in the train's consist. CPR officials were very happy with the large turnout, especially since there were no paid advertisements regarding its journey. "We have a powerful and effective community relations vehicle on our hands," says Paul Clark, CPR's Vice President for Communications and Public Affairs.

The final day of the trip featured a photo runby at Morant's Curve for the public and CPR photographers. GP38-2 No.3084, painted in historic CPR maroon and gray, which had joined the Hudson for part of the run, was removed from the consist for the locomotive's entry into Calgary.

Dubbed *Empress*, Canadian Pacific plans to use the 2816 as a public relations ambassador and is devising a schedule to operate the locomotive from May through October 2002. The 2816 was built by Montreal Locomotive Works in 1929 and worked passenger and fast freight trains during her 30-year career. She last operated in Montreal commuter service during 1960 and was sold to Steamtown U.S.A. in 1964 after being used for a while as a stationary boiler. Steamtown National Historic Site donated the locomotive to Canadian Pacific in exchange for services, and it was moved to the BC Rail steam shop in North Vancouver in 1998 for restoration.

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Letters from readers

Congrats from CORP

Congratulations to Larry Cantrall for his excellent, well-researched article on the Central Oregon & Pacific Railroad, "Over the Siskiyous," feature in the August 2001 issue of RAILFAN & RAILROAD.

As the only "survivor" of the original management team brought in to start up CORP (I was hired on December 1, 1994, as its Marketing Director), I can certainly attest to the problems the railroad experienced during the first year and a half of operations until Bob Libby took over as general manager. While he did, in fact, rebuild the railroad and made it the success story that it is today, I must clarify a few misconceptions that the article may have given your readers.

First, Bob Libby did not suspend total operations on the CORP. A major derailment on the Siskiyou summit in July 1996 resulted in Bob Libby's arrival on the CORP, and he closed the line between Ashland and Montague for almost two months, giving CORP's new general manager and his staff time to regroup and focus on what went wrong and how to make improvements on the entire rail system.

Second, it was not CORP's neglected customer base that was another problem, it was Southern Pacific's neglected customer base. Upon arriving at the CORP, I had to search out SP's customers by driving the entire railroad, as close to the rail as possible, with the daunting task of introducing to these skeptical shippers a new railroad with a commitment to provide new and improved services. The end result was that CORP's traffic grew from 32,000 carloads in its first year of operation (not 33,000 as the article stated) to 45,600 carloads in 2000.

Today, the CORP's management team is solid and its employee base stable. The CORP has won numerous industry awards for safety and performance, including two awards for innovating marketing from the American Short Line and Regional Railroad Association. CORP's 118 employees also have worked over one year and more than 250,000 man-hours without a personal injury, and will receive the ASLRRA's Gold Award for Safety for 2000 at its next annual meeting in October. It is truly a proud moment in CORP's short history for any employee to be affiliated with "the railroad that Bob Libby built."

WALTER J. BRICKWEDEL
ASSISTANT TO THE GENERAL MANAGER
CENTRAL OREGON & PACIFIC RAILROAD, INC.
ROSEBURG, OREGON

Fantasy route

I read with great interest DRURY ON BOARD in the October 2001 R&R. In response to George's question, "what's your fantasy?" mine would be to ride B&O from Pittsburgh to Chicago and then ride Milwaukee Road's *Olympian Hiawatha* to Seattle behind Little Joes and Bi-Polars. I would then ride NP/GN/UP to Portland and SP to Oakland. From Oakland, I would then ride to Los Angeles aboard the *Coast Daylight*. At Los Angeles, I would board the *Sunset Limited* for New Orleans. From New Orleans, I would ride to Pittsburgh via IC's *Panama Limited* and the PRR (or B&O) by way of Vandalia, St. Louis or Chicago. Another alternative might be Southern's *Crescent* to Washington and the B&O to Pittsburgh. I think I would prefer the latter. The trip could be duplicated (almost) by Amtrak today. Maybe someday I might be able to do it.

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NEW RELEASES!
from Mark I Video

Photo: Jim Boyd

OHIO CENTRAL 6325: RETURN TO THE HIGH IRON!

On September 22nd, 2001, former Grand Trunk Western Class U3b 4-8-4 returned to the High Iron for the first time in more than forty years! Following a meticulous restoration by new owner Ohio Central, the gleaming Northern was a magnificent sight as she roared down the ex-PRR Panhandle Main Line on her inaugural excursion from Dennison to Columbus, Ohio. Join MARK I VIDEO for full coverage of that run, which includes great trackside scenes, a cab ride, pacing scenes, and our famous locomotive-mounted *ChoochCam* minicams! Rare archive film of the 6325 in regular service is included, along with exclusive coverage of the rebuilding of this handsome locomotive. As a bonus, you'll also see ex-CN 4-6-0 1551 in tourist train service and highlights of the spectacular three-engine Railfan Weekend, with steam trains running side by side! Jim Boyd hosts. Tape length not available at presstime; min. 1 hour. $29.95.

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MORE ROARIN' RUNBYS: STEAM IN THE SOUTH

• N&W 2-6-6-4 with passenger and freight trains on Roanoke - Bluefield line • Clinchfield 4-6-6-4 626 pulling Santa Claus trains • N&W 4-8-4 611 on Radford line • Milwaukee Road 4-8-4 261 with Hungtington - Hinton, WV excursions via New River Gorge • Nickel Plate Road 2-8-4 765 and Pere Marquette 2-8-5 1225 at Huntington NRHS Convention (includes double-train runbys, doubleheader) • Atlanta & West Point heavy 4-6-2 290 in excursion service • U.S. Army 2-8-0 610 at Kentucky Railroad Museum with freight trains • ET&WNC 4-6-0 12 in authentic livery on Tweetsie Railroad, NC • Western Maryland Scenic 2-8-0 734 with special coal train • Many geared locos on the Cass Scenic Railroad (includes WM Shay 6)

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Timetable I

Railfan events guide

TIMETABLE listings are published without charge and are run on a space-available basis at the editor's discretion. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 1st of the month, four months prior to the issue cover date (e.g. January 1 for the April issue). Each issue will be in circulation for the full month preceding its cover date (e.g. April issue available during all of March).

RAILFAN EVENTS

SACRAMENTO, CALIFORNIA, through February 17. "Take the Train: Sam Hyde Harris and the Art of Persuasion" featuring promotional posters painted for the Southern Pacific from the mid-1920s through the late 1940s at the California State Railroad Museum. Some posters for Santa Fe and Union Pacific will also be displayed. The museum is open daily except Thanksgiving, Christmas and New Year's Day from 10am-5pm. For more information contact the museum at 916/445-6645 or visit *www.californiastaterailroadmuseum.org.*

NASHVILLE, TENNESSEE, December 1. Victorian Christmas Santa Excursion Train to Lebanon, Tenn., sponsored by the Tennessee Central Railway Museum. Christmas celebration in the square, antique shopping, seasonal foods plus a 60-mile rail round trip. Fare $26, kids under 12 $15, first class $32, dome seating $50. Order tickets from TCRy Museum, 220 Willow Street, Nashville, TN 37210-2159; 615/244-9001; MC/Visa/Discover accepted.

PALESTINE, TEXAS, December 1, 8 and 15. The Victorian Christmas Train will bring back memories of a quieter, simpler clebration of the holy season. The steam train ride will be filled with ladies in turn-of-the-century Christmas dresses, fruit cakes and nut breads, carolers and more. For information and reservations call the Palestine Convention & Visitors Center at 800/659-3484 or 903/723-3014.

WHIPPANY, NEW JERSEY, December 1-2, 8-9 and 15. Santa Claus Specials over the Morristown & Erie at the Whippany Railway Museum with hourly departures 1pm-4pm each day. Mail order reservations prior to November 16 strongly recommended. Fare $8 adults, $5 kids under 12, babes-in-arms free; indicate preferred day and departure time and a second choice. Send check or money order to Whippany Railway Museum, P.O. Box 16, Whippany, NJ 07981-0016. Information from 973/887-8177 or *www.WhippanyRailwayMuseum.org.*

CONWAY SCENIC RAILROAD (P.O. Box 1947, North Conway, NH 03860; 800/232-5251; *www.conwayscenic.com*) will hold the following special events. Contact the railroad for complete details.

December 1-2, 6-9, 13-16 and 20-21, Polar Express.
December 1-2, 8-9 and 15-16, Santa Claus Express.

UPPER DARBY (PHILADELPHIA), PENNSYLVANIA, December 2. Work Trolley Charter on SEPTA's Red Arrow Division to Media and Sharon Hill. Ride in a Kawasaki car and photograph a Red Arrow work car at numerous quality photo stops. Trip leaves 69th Street Terminal at 10am. Fare $35 from Wilmington Chapter NRHS, c/o Steve Barry, 117 High Street, Newton, NJ 07860; on-line ordering (Visa/MC accepted) and information at *www.daylightimages.com/redarrow.html.*

HAGERSTOWN, MARYLAND, December 8. Christmas Train to Washington, D.C., with MARC commuter equipment sponsored by the Hagerstown Joint Trip Committee. Spend five hours in Washington for shopping or Amtraking. Fare $45 adults, $39 seniors, $20 kids 4-12. Checks/VISA/MC to Hagerstown Joint Trip Committee, P.O. Box 2858, Hagerstown, MD 21741; information phone 301/739-4665.

WESTFIELD, NEW JERSEY, December 8. Santa Claus Train will depart at 9:45am and 1:45pm (also departs Raritan at 9:15am) for a round trip to High Bridge. Kids meet Santa and get colroing book, crayons and candy cane. Fare $12, kids $10. Tickets (please inicate choice of train and departure location) from Jersey Central Railway Historical Society, 60 Cheswich Court, Bedminster, NJ 07921; information phone 908/781-1896 or visit *www.jcrhs.com.*

BOSTON, MASSACHUSETTS, December 15. 34th Street Express special Amtrak train from South Station, Back Bay, Route 128 and Providence, R.I., to New York. Optional seating at the Radio City Christmas Spectacular or Christmas Carol at the Theatre at Madison Square Garden. Train fare $70 from Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009. Information phone 617/361-4445 or visit *www.mysticvalleyrs.org.*

STRASBURG, PENNSYLVANIA, December 26. Home for the Holidays at the Railroad Museum of Pennsylvania with a nostalgic glimpse at 100 yeras of holiday rail travel. Meet engineers, conductors, ticket agents and passengers. Regular museum admision charged. For more information contact the Friends of the Railroad Museum of Pennsylvania, P.O. Box 125, Strasburg, PA 17579; 717/687-8628; *frm@redrose.net; www.rrmuseumpa.org.*

PHILADELPHIA, PENNSYLVANIA, February 2. Super Saturday Streetcar Special IX sponsored by the Wilmington Chapter NRHS covering SEPTA routes using "Red Arrow" PCC 2799. Numerous quality photo stops. Trip departs Elmwood car barn at 10am. Tickets $35 from Wilmington Chapter NRHS, c/o

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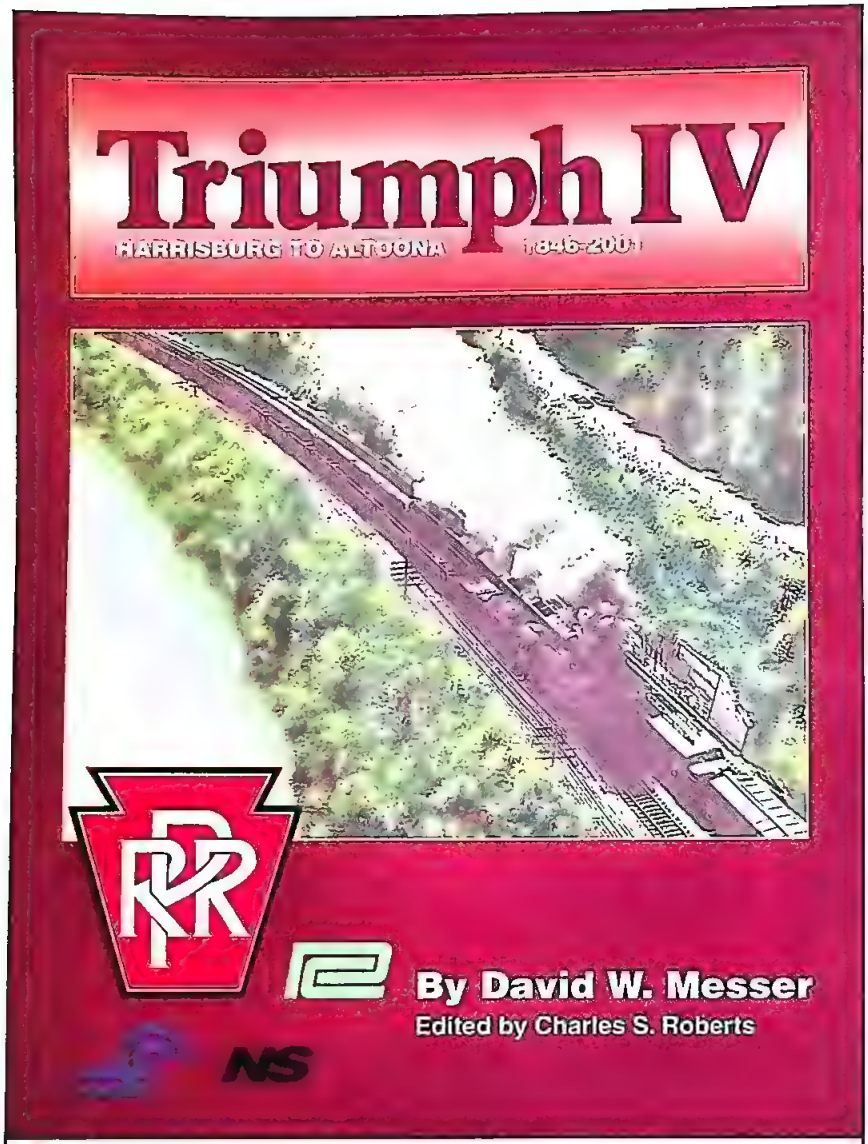

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BOSTON, MASSACHUSETTS, February 16-24. New Orleans Express via Amtrak's *Crescent*. Six nights at the Bienville House in the French Quarter. All-inclusive fares with coach class start at $1300 per person, double occupancy. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445, *www.mysticvalleyrs.org*.

WASHINGTON, NEW JERSEY, March 23. EastRAIL 2002 railroad multi-media show sponsored by the United Railway Historical Society of New Jersey. Scheduled presentations include Erie Lackawanna by *Railpace* editor Tom Nemeth, railroad music videos by Pentrex's Dan Hadley, Western summer vacation, vintage steam, Dixie short lines, New Jersey railroad bridges, more. Tickets at the door $15 adults, $8 kids under 16, advance tickets $10 adults, $5 kids under 16 from URHS, P.O. Box 711, Clark, NJ 07066; Visa/MC secure ordering at *www.urhs.org*, information at 732/671-9644 (7pm-9pm ET).

BOSTON, MASSACHUSETTS, April 5-7. Cherry Blossom Special to Washington, D.C., via Amtrak's *Twilight Shoreliner*. Trip departs Friday evening, returns Sunday evening; package includes lodging, meals, transportation to cherry blossoms and more. Coach fares start at $300 per person, double occupancy. For information contact the Mystic Valley Railway Society, P.O. Box 365486, Hyde Park, MA 02136-0009; 617/361-4445.

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Ecuador/Peru, July 13-28, featuring 17 charters with steam, diesel and railcars.

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RAILROADIANA MEETS

CHARLOTTE, NORTH CAROLINA, December 1. 6th Annual Railroad Collectibles & Model Train Show at the Charlotte Merchandise Mart, 2500 East Independence Boulevard, 9am-4pm. Admission $5, kids under 13 free. Information: Bob Bruckner, 10217 Woodview Circle, Charlotte, NC 28277; 704/846-1847.

GATS LIMITED will hold Great American Train Shows, Great Western Train Shows and Great Midwest Train Shows at the following locations. Hours are 11am-5pm (10am-4pm for Wheaton, Ill.), admission $6 adults, kids under 12 free. For more information contact GATS Limited, P.O. Box 1745, Lombard, IL 60148; 630/834-0652; *GATS@ibm.net; www.gats.com*.

December 1-2, Cincinnati, Ohio, Convention Center.
December 1-2, Del Mar, Cal., Del Mar Fair.
December 8-9, Miami, Fla., Dade County Youth Fairgrounds.
December 8-9, Kansas City, Mo., American Royal Complex.
December 9, Wheaton, Ill., DuPage County Fairgrounds.
December 15-16, Tampa, Fla., State Fairgrounds.
December 15-16, Spokane, Wash., Fair & Expo Center.

GREENBERG'S Great Train & Collectible Toy Show will be held at the following locations on dates listed, 11am-4pm each day. Admission: $6 adults, $2 children 6-12 unless otherwise noted. Contact: Greenberg Shows, 1393 Progress Way, Suite 907, Eldersburg, MD 21784; 410/795-7447; *www.greenburgshows.com*.

December 1-2, Wilmington, Mass., Shriners Auditorium.
December 1-2, Timonium, Md., State Fairgrounds.
December 8-9, Fort Washington, Pa., Expo Center.

WILLARD, OHIO, December 2. Willard Train Show & Flea Market at the Willard Junior High School, 955 South Main Street, 10am-4pm. Admission $2, family $4, kids 12 and under free. Information: Dick Snay, 43 Hillcrest Drive, Willard, OH 44890; 419/933-7462.

WILLIAMSPORT, PENNSYLVANIA, December 2. Whistle Stop Train Show at the Genetti Hotel, 200 West Fourth Street, 9am-3pm. Admission $3, kids under 12 free. Information: Jim Stabley, 709 Wildwood Boulevard, Williamsport, PA 17701; 570/326-4280.

NEW PHILADELPHIA, OHIO, December 9. CJ Trains Winter Train & Toy SHow at the McDonald/Marlite Conference Center, 143 McDonald Drive S.W. (exit 81 off I-77), 10am-4pm. Admission $3, kids 12 and under free. Information: Jon Ulbright, 941 Buchholz Drive, Wooster, OH 44691; 330/262-7488 (after 6pm); *cathijon@bright.net*.

COLUMBUS, OHIO, December 15. Buckeye Railroadiana & Model Train Show at the Ohio Expo Center, Lausche Building, 9am-4pm. Admission $5, kids under 12 free. Information: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 330/755-1914; *nlion02@aol.com*.

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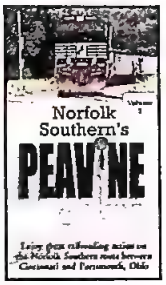

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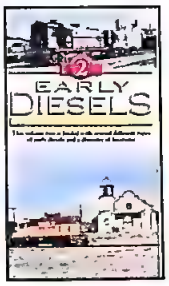

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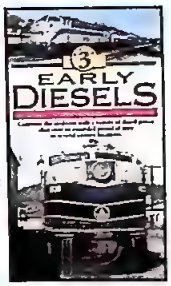

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New product news and reviews

MOUNT UNION TRAIN, WATERCOLOR, 14"×20" ©2001 TED ROSE

TED ROSE REPRODUCTION

The Friends of the East Broad Top will provide one full size, full color authorized reproduction of Ted Rose's watercolor *Mount Union Train* for each contributor to its fund-raising campaign of $50.00 or more received before August 31, 2002. Donations will fund the FEBT restoration program and museum development. This is a rare opportunity to own a beautiful Ted Rose reproduction. Tax deductible contributions may be sent to Friends of the East Broad Top, Restoration Fund Treasurer, 513 Shady Avenue, No.12, Pittsburgh, PA 15206.

Calendar Call

If your group or company publishes a railroad calendar, and would like to have the 2002 edition considered for review, send a copy to: Railfan & Railroad, *Calendar Call*, P.O. Box 700, Newton, NJ 07860-0700.

Coal Trains on the Reading Railroad 2002 Calendar is available for $14.00 postpaid from the Reading Company Technical & Historical Society, P.O. Box 15143, Reading, PA 19612-5143. Featuring four full color and eight b&w images, this 11"×17" spiral bound calendar covers the history of the Reading from the coal fields to tidewater. Subjects include a 19th Century view of the Mahanoy Plane, early views of Port Richmond's coal dumper, the yard at Tamaqua, hoppers at the Reading shop, the Frackville yard office, and Waste House Run. Fans of Reading power will enjoy views of RS3s on an empty hopper train, a pair of FA's on loads, a 2-8-8-0 pusher, and other Reading steam and diesel locomotives.

The ***Illinois Central Historical Society Calendar 2002*** features two color and 13 b&w views of IC trains and facilities. Subjects include SD40-2s at Mattoon, Illinois; the Wildwood, Illinois, coaling facility in 1916; a 1915 interior view of the Jackson, Mississippi, roundhouse; an IC publicity shot of the *Panama Limited* with a pair of E6A's at Chicago; an m.u. train northbound near Hyde Park, Illinois, in 1928; the Dubuque, Iowa, coaling station in 1924; a pile driver at Baton Rouge, Louisiana, in 1917; and a 4-8-2 southbound near Peotone, Illinois in 1947. The 11"×17" calendar sells for $8.95 plus $3.00 shipping

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and handling from the ICHS Company Store, 2002 Calendar, P.O. Box 288, Paxton, IL 60957.

Great Plains Railroading 2002 is available from the Wichita Chapter, NRHS for $10.00 postpaid. Order from L.E. Stagner, 1402 West 5th Street, Newton, KS 67114-3133. The 11"×17" calendar features full-color covers (the KCS *Southern Belle* at Sallisaw, Oklahoma, behind an E8 and F7 on the front, and Santa Fe's Emporia, Kansas, depot on the back). Inside, 14 b&w images include a Midland Valley Mikado; Frisco E7s on the *Will Rogers* at St. Louis; a Rock Island 4-8-4 on the *Southwest Express* near Lawrence, Kansas; a UP C30-7 on the last train from west of Hope, Kansas in 1998; Katy steam and diesel side by side at Denison, Texas; an MP Pacific on a short freight; a Santa Fe doodlebug at Winfield, Kansas; and Rock Island Alco and EMD cab units at Wellington, Kansas.

The ***2002 Santa Fe Color Calendar*** from McMillan Publications features 13 well-reproduced full color images of Santa Fe diesels at work from the '60s through the '90s. Subjects include four SD24s on Cajon Pass in 1972; warbonnet F7s leading Amtrak's *Texas Chief* past Fort Worth's Saginaw Tower; four SDFP45s awaiting the call at Corwith Yard on a blustery February 1990 morning; four Dash 8-40C's on a stack train at West Crookton, Arizona; mixed blue and silver widecabs, cowls and hoods in Abo Canyon; and a set of B23-7s on the Joint Line at Palmer Lake, Colorado. The 14"×22" calendars are available for $13.95 plus $4.50 shipping from McMillan Publications, 9968 West 70th Place, Arvada, CO 80004-1622; *www.mcmillanpubns.com*; credit card orders, 800/344-1106. This is just one of six (also BNSF, Denver & Rio Grande Western, Union Pacific, CSX and Norfolk Southern) calendars available; consult the publisher for discounts on multiple orders. Colorado residents add 7½% tax.

The ***East Penn Traction Club 2002 Calendar*** is available for $7.00 plus $2.00 postage from Dr. Richard Allman, 327 Rock Road, Villanova, PA 19085. Featuring traction operations within 100 miles of Philadelphia, this 11"×17" b&w calendar includes cars from Wilmington's Delaware Electric Power, Scranton (Pennsylvania) Transit, Red Arrow (Philadelphia), Lehigh Valley Transit, Philadelphia Suburban Transportation, Hagerstown & Frederick (Maryland), Atlantic City (New Jersey) Transportation, and Public Service of New Jersey. The 14 historic views are well reproduced and recall a vanished era.

Railroads of Montana 2002 is available from Dale Jones Photography, P.O. Box 1835, Kalispell, MT 59903-1835; 406/257-9625; *www.railroads-of-montana.com* for $12.95 plus $1.05 shipping, including Canada and foreign orders. The full-color 11"×17" calendar features contemporary and historic action on Burlington Northern & Santa Fe, Montana Rail Link, Milwaukee Road, Amtrak, Central Montana and Dakota, Missouri Valley & Western, along with Milwaukee Road No.261 on the 1998 BNSF *Employee Appreciation Special* and Alder Gulch narrow gauge No.12. Reproduction is generally good, but a few images could be sharper.

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BOOK REVIEW

Classic Steam Trains of the South
By Curt Tillotson, Jr.; 112 8½"×12" pages; $26.95 plus $5.00 shipping from TLC Publishing, 1387 Winding Creek Lane, Lynchburg, VA 24503; 434/385-1935; *www.tlcrailroadbooks.com;* VA residents add 4.5% sales tax.

From looking at this volume, you can tell author Tillotson has a special love for steam power below the Mason-Dixon Line. This book shows some of the best steam action Dixie had to offer in the final two decades before dieselization. Most of the images are in black & white, taken by some of the best photographers to shoot in the South including Ray Carneal, John Krause, Frank Clodfelter, Richard Cook and others.

The Southern and the Norfolk & Western get a lot of attention in this book, each with its own chapter and several subchapters. Leading off, we get a look at Southern passenger power, with the Ps-4s dominating the coverage. The author then moves to freight power of the Southern, with the impresive Elesco feedwater heater equipped Ms-4s sharing the pages with Consolidations and shop goates. One spread shows the ugly and the handsome, with an ungainly looking Ls-1 2-8-8-2 on one page and a handsome H-4 Consolidation on the other. The Southern section continues up with a look at mountain railroading around Asheville, North Carolina, including plenty of action on Saluda. Finally, we move to Durham, North Carolina, for a final look at the Southern's power including a Ps-2 and switchers.

Next up is Norfolk & Western passenger power, with non-streamlined K's, classic J's, a Pennsy-designed E3 Pacific and even a 2-6-6-2 in passenger service. There are plenty of A's and Y's in the freight section, along with the "Virginia Creeper" and its M-Class 4-8-0s.

Everything else gets dropped into a large section entitled "Other Roads of the South." Leading off is the Durham & Southern followed by Seaboard Air Line (the author uses the phrase "fearome-looking" to describe the railroad's locomotives with smokebox-mounted air pumps); Clinchfield; Louisville & Nashville; Winston-Salem Southbound; Virginian; Richmond, Fredericksburg & Potomac; Atlantic Coast Line and Chesapeake & Ohio. Each of these roads is given from two pages to six pages of coverage.

The next chapter is "Steam Returns — The Excursion Era" with nine pages devoted to 722, 4501, 611, 1218, 2716 and other veterans of the Southern/Norfolk Southern steam program, plus C&O 614 and Clinchfielfd No.1. The book finishes with twelve pages of Southern steam in color (all vintage) and four color pages of N&W steam.

Overall, the black & white reproduction in the book is quite good, with most photos run at least the width of the page. Some of the full-page photos are simply stunning.

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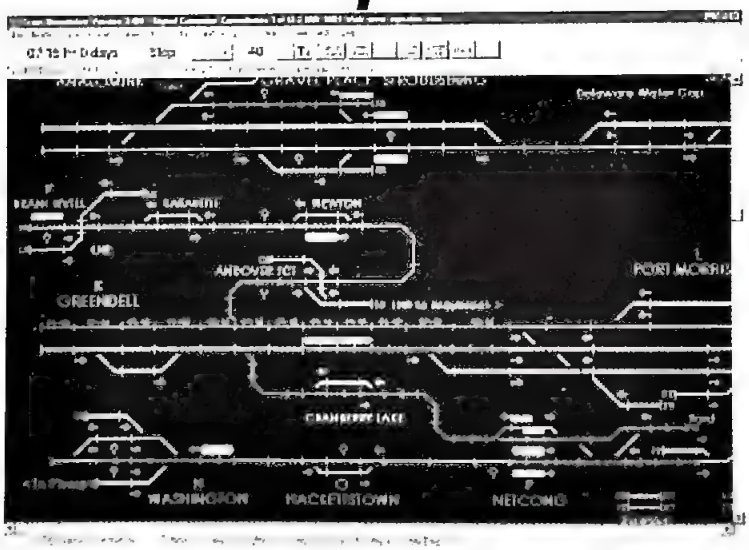

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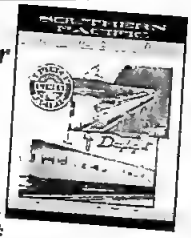

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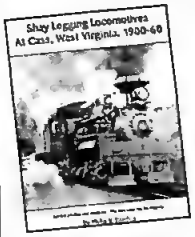

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RAILROAD AVENUE ENTERPRISES

The color photos have adequate reproduction. The captions are long and detailed, but not boring by any means. The balance of the book could have been a little better, although I'll grant you that the Southern and the N&W certainly had handsome locomotives. Still, it would have been nice to see a few more images from the "minor" roads in the book.

Probably the biggest problem with the book doesn't have to do with the photos or captions at all — it's the chapter numbering sequence. What's on the table of contents doesn't match what's in the body of the book (the chapters are in the right order, just numbered differently). In the book you'll find chapter three tucked in between chapters five and six, the "other roads" section is chapter four (which comes after chapter six), but the Southern in the mountains section is also chapter four (which comes after chapter two). Still, don't let the chapter numbering discourage you — this is a very nice volume chock full o' information on steam in the South, and one I'd recommend, especially to fans of Southern or Norfolk & Western power. — *S.B.*

AUDIO CD REVIEW

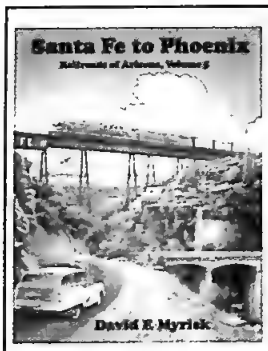
Symphony of Steam!
from Fort Wayne Railroad Historical Society, P.O. Box 11017, Fort Wayne, IN 46855; 800/779-0443; www.765.org; 66 minutes; includes twelve-page booklet; $15.95 plus $4.00 shipping

Back in the days before video, railroad audio albums and tapes were frequently purchased by railfans looking to bring the sounds of their favorite locomotives into their homes. But with the advent of video, sounds and pictures were put together, and the audio market, while not completely vanishing, certainly took a back seat.

Well, folks, train sounds are back. The Fort Wayne Railroad Historical Society has issued *Symphony of Steam!* recorded by the late Brad S. Miller who captured many main line fantrip steam locomotives (in this case, Nickel Plate Road 2-8-4 No.765) with digital equipment. All the segments were recorded in West Virginia's New River Gorge in 1987, 1989 and 1991. And the sound is awesome!

Sit back, crank up your stereo (but be careful — the dynamic range on this CD is good enough that you could blow a speaker or rile your neighbors), close your eyes and you are trackside. There's an impressive start-up sequence out of Thurmond following a photo runby, church bells and whistles on a St. Albans departure and a six-minute assault on Scary Hill. But the most fun tracks are where two different scenes of the 765 are combined to produce scenes out of the 1950s. You'll hear a running meet between two Berks, a heavy train stomping uphill while a hotshot comes raoring past on the opposite track and other fun sequences. Cool stuff.

For anyone who loves the sounds of steam, this is a must-have. It'll make a great stocking stuffer! — *S.B.*



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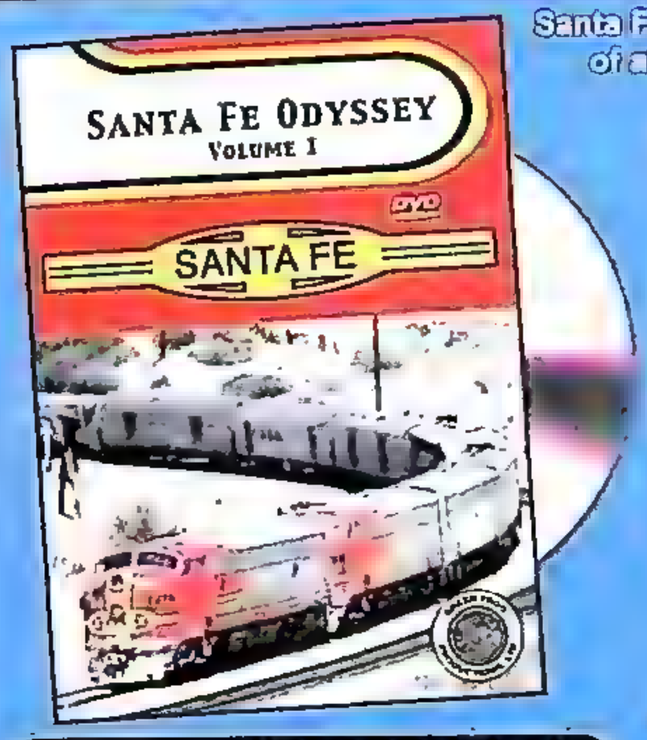

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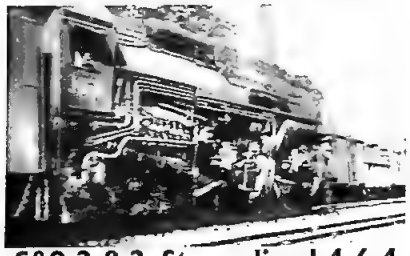

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The Engineer's Seat

Recollections of life in the cab

by THOMAS D. DRESSLER

The Bobtail and the Silver Vega

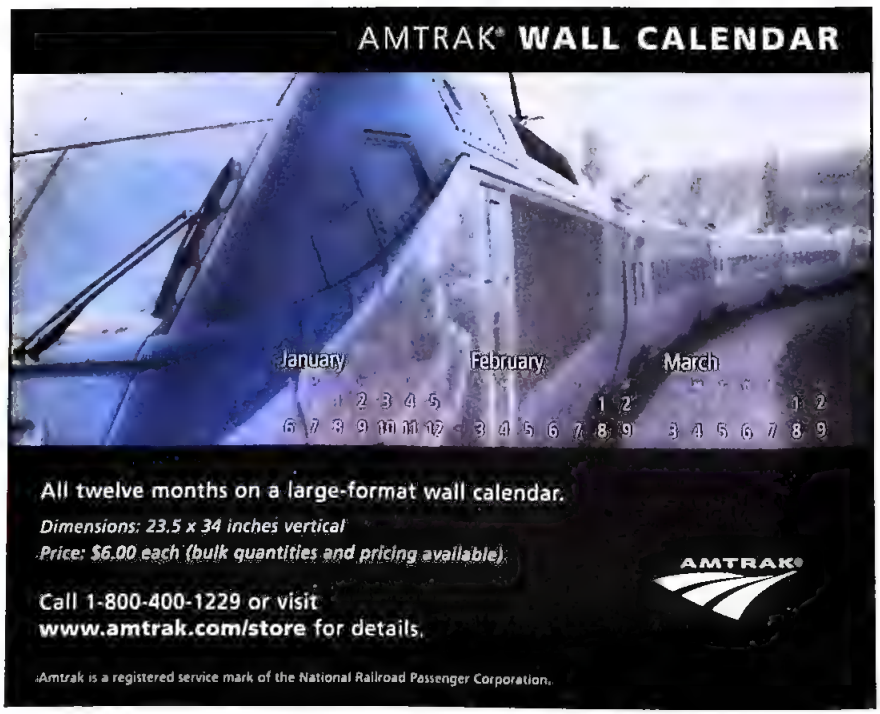
AT THE TIME OF THIS STORY, I was working as a fireman on the Columbus District of the Norfolk & Western. I was an engineer, but because of a downturn in traffic, the left-hand seat was all my seniority would allow. I'm not complaining — just being on an N&W locomotive was good enough for me.

It was a beautiful early fall Friday morning when I left my home terminal, Portsmouth, Ohio, on time freight First 77. The train relayed out of Portsmouth, and we arrived in Columbus and registered off at Joyce Avenue at 12:10 p.m., on duty a flat three hours and ten minutes — a very nice run for a full day's pay. Both of my sons attended school in Columbus, and we had a large mobile home where they lived during the school year, which gave me a very nice place to stay on my Columbus layovers. My plan was to "mark off" and ride back home with my sons in the younger one's 1976 silver Vega hatchback. We were a two-Vega family; Number One Son had a 1973 chocolate brown hatchback. We had a family reunion to attend and if I waited for my run to return home, I'd miss part of the festivities. The kids thought they had hot cars, but Ol' Dad could outrun them on the railroad, as we shall see.

I didn't want to let the officials at Joyce Avenue know what I planned, so I waited until I reached the trailer to phone the call office and tell them to mark me off. As I walked in the door, the phone was ringing. Number One Son handed it to me, saying it was the caller, who asked if I wanted to go right back to Portsmouth as the engineer on a "bobtail" run. (A "bobtail" was a unit or consist of units running on the main line without cars. A unit or consist of units running on the main with only a caboose was referred to as "lite.") He had no other rested engineers in the terminal, and there wasn't time to get an extra engineer up from Portsmouth. I had been on duty just a little over three hours and still had eight hours and 50 minutes of continuous time to get back to Portsmouth before outlawing under the Federal Hours of Service Act. They had a six-unit consist waiting, ready to leave as soon as I could get there. The units were needed in Portsmouth asap and the dispatcher (DS) promised me the road if I could get going in a "little while." I'd be working alone, which meant the added bonus of "engineer without fireman" pay. In the back of my mind was the fact that if I had to leave the units and handle a switch as instructed by an official, I would also get an extra day's pay. (If an engineer or fireman handled a switch on his own volition, he did *not* receive the extra day's pay.)

Loving the idea of being "the big E," I said yes, I'll be there in a few moments. The kids made me a nice bologna sandwich with plenty of Miracle Whip — quite fitting for a hotshot, handsome, story-telling engineer. I grabbed a fresh supply of Phillies Titan cigars with two cans of Pepsi and told the boys I'd see them at home as out the door I went. As I left for the yard, the boys left by car for home. I had it in the back of my mind to beat them to Portsmouth, and I had a good chance because of the traffic they would encounter going through Columbus.

At Joyce Avenue, a road foreman of engines and a cinder dick (railroad policeman) were waiting for me. The RFE had registered me "out" in the register book and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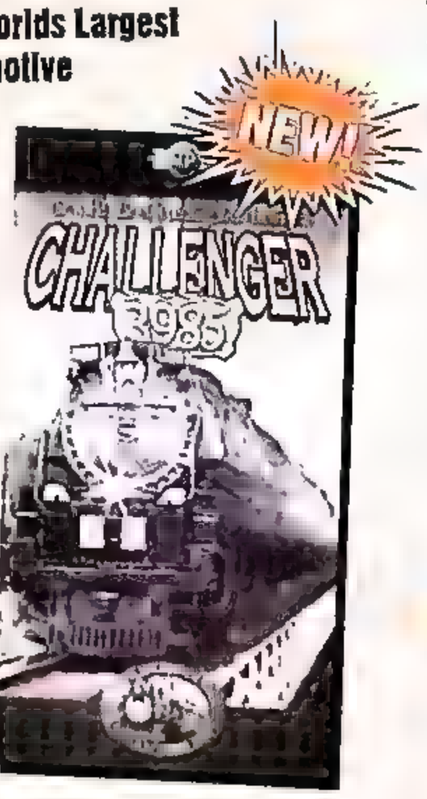

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had been through the units. All were "off line" (idling) except the two lead units, all air brake control valves were set to their proper position, all generator field switches were on and all control panels were off. He had a red flag in the rear coupler, the rear headlamp was on dim, and all hand brakes were released except on the lead unit. This road foreman was a nice guy and I trusted him, so I took him at his word. He suggested I pull by slowly so he could make sure all the brakes were fully released.

I boarded the units, SD45 1741, SD40-2 1639, SD40 1623, SD45 1701, GP9 884 and RS11 352. Thank goodness the RS11 was not in the lead, and the lead SD45 was running short hood forward so I had a better view, running without anyone else in the cab. I turned the generator field switch "on," released the lead unit's hand brake, sat down, turned on the bell, gave the whistle two short toots, released the independent brake and let the consist slowly roll by the officials. I put the Pepsi in the ice chest and got a good cold drink of water. Soon as they gave me the highball, I gave the units a couple of notches and moved down the old eastbound main line through the terminal. I was running on clear signals and was allowed 30 m.p.h. Shortly before I reached the old JO Tower location at the south end, the operator at CW said he was lined up and the service building in Portsmouth was waiting.

Passing JO, just before the high signal at Broad Street, I stopped and went back to put the third and fourth units on line. I figured since they were in a hurry for the lash — oops— consist, I'd give myself a little extra power. I could accelerate faster, and when it came to slowing down, four units with dynamic brakes were much more effective than two. Using dynamic braking with lite units, you could run right up to a slow order or restricted curve, put the DB on full and drop the speed in a few car lengths, then kick the DB off and come right back with the throttle. This was much faster than using the engine brake, with less wear on the brake shoes. Back aboard the lead unit, I turned her loose and jumped right up to the allowed 40 m.p.h. The train order signal at the old Bannon Tower at the west end of Watkins Yard at the south edge of Columbus was blinking red, indicating there were orders or messages, so I leaned out and grabbed them from the order hook while motoring by.

I long ago learned to make a tight fist when grabbing orders on the fly. If a thumb or finger stuck out and struck the Y-shaped order bracket or the open end of a hoop at 40 m.p.h., the living heck could be knocked out of said appendage. Hitting the rack with a tight fist is much less painful than whopping the heck out of a single unprotected digit! Also at Circleville, as you reached for the orders the units swayed to the left and if you didn't compensate, you could miss. There was nothing unusual in my orders. I had one message telling me to operate eastbound as a bobtail move without other crew members and to observe any and all operating and safety rules.

A couple more miles to the east end of Watkins Yard, at Valley Crossing and I was finally out on the eastbound main line and could make a run for it. I had her up to the allowed 65 m.p.h. and then slowed down to 50 for the curve at Lockbourne, through

another curve east of there and then a long, five-mile straight shot to Ashville. I gave her another two notches and crept up to 71 m.p.h. I checked the lead unit's speedometer in the test mile just east of Duvals and found it exactly was right. Shortly before Duvals, I overtook the caboose of a Chesapeake & Ohio eastbound "emty" train on their parallel tracks. At the speed I was making, it didn't take long to catch the C&O units. The head end crew gave me a big highball as I blasted past.

Everything was running smoothly. The RS11 on the rear was isolated, so I didn't have to worry about that POJ (piece of junk, as were *all* Alcos) acting up. I used dynamic braking to bring her down to 50 m.p.h. through the village of Ashville, then the let her climb back up to 70-plus for the next long straight stretch to Bell Siding, four miles west of Circleville. The speed limit was still 65 in this area, but I cut it back to just below 60 for the west switch at Ritts middle track, as it was a little rough, then down to 40 for Circleville and back up to 65 for the long, gradual climb to Kingston. Then I dined on the very fancy, highly edible, culinarily delightful, "presidential round steak" bologna sandwich and drank that ice-cold Pepsi.

I was flying low down into Chillicothe. I was giving it my best shot, as these units were needed sorely in Portsmouth, and I was determined to get them there — and to beat the kids home! I seemed to float in the air crossing the high trestle over the old Scioto Valley Traction Company roadbed at Kinnikinnknick, then sneaked under the C&O bridge at Hopetown. I knew if I had any trouble or derailed at these speeds, I was on my own and would suffer the consequences alone. Back then I didn't have to worry too much, though — the roadbed was in near-perfect condition.

At Chillicothe, the DS held a westbound coal train, and passing through town I kept her strictly on the speed limit, as one never knows when some yo-yo may try to beat one over a crossing. Through the single track between M.P. N-652 and N-642, which is pretty crooked, I kept her pretty close to the limit, but I did stretch it on the straightaways. Out of the single track at N-642, I again turned 'em loose and climbed right back up to 70-plus. I slowed down to 65 for the highway crossing at Omega, then back up to 70. Down to 50 for the big curve at Waverly, back up for the mile and a half to the 45 m.p.h. curve at Johnson's Bridge, where the N&W, C&O and Detroit, Toledo & Ironton passed within 50 feet of each other. This is also where the C&O "Northern" ended and the C&O ran over the N&W from Glen Jean to Valley Crossing at the south edge of Columbus, from the time the Limeville Bridge over the Beautiful Ohio at Sciotoville was opened in 1917 until the C&O was built to Valley Crossing in 1927.

On around along the north bank of the Scioto (pronounced Sigh-oh-toe) River towards Piketon. Rounding a curve, I looked over and there was a familiar silver Vega tooling along on parallel four-lane U.S. 23. The kids also had been making a very good run. As the two familiar college-age guys in the car saw me, hands were hoisted from either side of the Vega in a well-known single-finger salute! I shook my finger at them for being so naughty — they certainly had not learned such gestures from *me*! I

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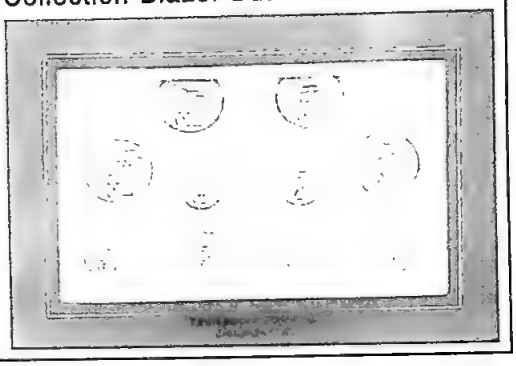

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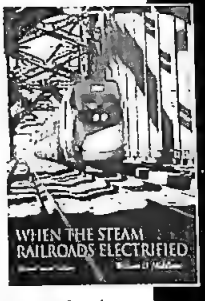

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opened the throttle wide and took off, determined to leave them sitting. Thankfully they caught the red lights at Piketon and Lucasville, which delayed them just enough for me to stay ahead.

The rest of the run to Portsmouth was uneventful. As I passed the Scioto Division headquarters building, the trick and chief dispatchers waved through their open windows and gave me a "highball". As I entered the west end of the Portsmouth Terminal, the East Yard yardmaster told me via radio to come straight up the north lead, east on the westbound "turkey trot" to the No.2 inbound diesel pit track, that everything was lined up, and he would protect me against opposing moves, as I was running against the current of traffic. (One could not run against the current of traffic on either the east- or westbound turkey trot tracks without the permission and protection of either the east or west yardmaster. The turkey trot tracks ran through the center of the terminal to expedite lite unit and inter-yard moves). Then the roundhouse foreman called and told me to run the units past the fuel/sand spot and bring them right up to the service building. As I slowly motored through the yard against the current of traffic — very carefully — I saw that the No.2 pit track switch was lined against me. I called the roundhouse foreman, who said to handle my own switch, as they were taking a break and no one could go down to line it up for me.

I was delighted at this turn of events! I stopped the consist, hit the ground, lined the switch and took the units to the service building. The foreman was standing in the east end door with a flashlight, giving me a slow come-ahead signal to pull into the building. He stopped me at the east door, indicating I was finished with the run. As I left the cab, he told me not to apply a hand brake, as the units would not be there long enough to need to tie them down.

The hostlers were all over the units, getting them ready to go east to Williamson, West Virginia. One hostler, a good friend, said, "Tom, sorry you had to get that switch. I must have lined it wrong." I knew right then he had done it on purpose! In the register room, the caller said the Kenova District engineer would not report for another 30 minutes, as I had arrived well ahead of the expected time. They had given the caller a report time for the Kenova man as I came through Chillicothe, but I made a better run than they expected.

I wondered if I had beaten the kids home. As I pulled up, I noted a silvery Vega in the drive, and the front door of the house was just closing. My own personal "division superintendent" and our sons were waiting inside. I was told that as they arrived, my wife asked where I was, and why was I not with them. Number Two Son said, "Heck fire, Mom, we figured he'd already be here. The last we saw of him was a streak of black paint six units long whipping past us at Piketon. All we saw after that were yellow signals all the way to Portsmouth".

The boys and I had a good laugh. My wife just shook her head and said "You love playing with those N&W engines more than you do your O scale models!" The family gathering went well and yes, I bought the hostler's lunch the next time I saw him at the local greasy spoon. It was the least I could do for throwing an extra day's pay my way.

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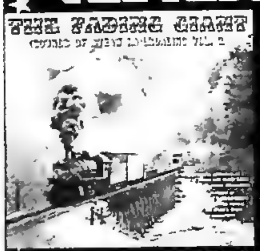

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TRAFFIC SURGE SLOWS: Amtrak ridership surged in mid-September during the air traffic shutdown in the wake of the terrorist attacks after ridership fell early in the month due to the softening economy. October ridership was about 3% ahead of last year. The addition of more Acela trainsets was responsible for gains on the Northeast Corridor.

PENN STATION PROJECT NOT SUNK: The United States Postal Service has affirmed its support of Amtrak's plan to convert the James A. Farley Post Office adjacent to New York's Penn Station into an Amtrak waiting room and concourse. The Church Street Post Office in lower Manhattan was so severely damaged in the September 11th collapse of the World Trade Center that the Postal Service transferred Church Street's work uptown to the Farley facility while repairs, which could take months, are being made. As a result, the Postal Service had said it could not participate in the Amtrak plan. Under pressure from New York City and the state, the Postal Service reconsidered its stance.

***DOWNEASTER* IS A "GO":** The long-awaited, often postponed *Downeaster* will begin service between Boston (North Station), Massachusetts, and Portland, Maine, on December 15th. Until data on the track structure gathered by the FRA's Track Loading Vehicle can be evaluated, trains will operate at a maximum speed of 59 m.p.h. in deference to track owner Guilford Transportation Industries, which believes the 115-pound rail on the route may not safely support 79 m.p.h. operation.

BC Rail

BLOW TO STEAM PROGRAM: British Columbia will not fund a $4 million overhaul of its Royal Hudson No.2860 and Consolidation No.3716, effectively ending the steam program which BC Rail has operated for the province since 1974. Both locomotives need extensive boiler and firebox repairs. In the midst of a budget crisis, the province will pursue private investors interested in funding the repairs, but will not earmark public funds for the project.

Canadian National

POWER SHIFT: Canadian National has wasted no time replacing Wisconsin Central's road power. By mid-October, former Illinois Central GP40s, Grand Trunk Western GP40-2s and SD40-2s, and CN GP38-2s were arriving in force at the former WCL Fond du Lac shop in Wisconsin as CN replaced nearly 100 WC GP7s, GP9s, GP30s and SD45s.

TRACK SPEEDS INCREASE: CN plans to eliminate several slow orders on WC lines to improve train handling and improve service. The railroad is also considering raising the overall main line speed limit from 50 to 60 m.p.h. between Superior, Wisconsin, and Chicago, Illinois, to make the railroad more competitive with trucks.

Canadian Pacific

ST. LUC SHOP REOPENS: Canadian Pacific's St. Luc diesel shop in Montreal, Quebec, has been reopened to maintain 66 SD40-2s displaced from St. Paul, Minnesota, by newly delivered AC44CW's.

CSX

***ICE COLD EXPRESS* CUT BACK:** CSX's Chicago, Illinois, to Little Ferry, New Jersey, leg of the *Ice Cold Express* RoadRailer unit train (operated west of Chicago by Burlington Northern & Santa Fe) was suspended in late September due to low volume. About 30 RoadRailer vans still make the trip, loaded aboard TOFC flats in regular intermodal trains. CSX says the RoadRailer unit trains may be revived when traffic levels warrant a separate train.

In late August, Canadian National had dropped its Chicago-Toronto leg of the *ICE* in order to concentrate its Roadrailer equipment on the Montreal-Toronto corridor.

Genesee & Wyoming

ADDS SOUTH BUFFALO TO STABLE: The South Buffalo Railway has been sold by bankrupt Bethlehem Steel to Genesee & Wyoming Industries. South Buffalo serves the Lake Erie waterfront and connects with Genesee & Wyoming's Buffalo & Pittsburgh, Norfolk Southern, CSX, Canadian National and Canadian Pacific.

Housatonic

CANAAN STATION BURNS: One wing of the historic 1872 Canaan, Connecticut, Union Station was destroyed by fire early in the morning of October 13th. The fire started in a restaurant located in the east wing, and spread to the building's tower before being brought under control. Arson is suspected. The north wing housing the Housatonic Railroad's offices was saved, but the railroad has relocated its offices temporarily to its engine facility a half mile south of the station. The station's owner has expressed interest in rebuilding.

Iron Road

SOLD! On October 4th, most of the troubled Bangor & Aroostook System was sold to the Rail World consortium for $62 million. The deal includes the Bangor & Aroostook; Canadian Atlantic; Quebec Southern; Northern Vermont; the Newport & Richford north of Newport, Vermont; Van Buren Bridge Company and Logistics Management Systems. The transaction should be concluded by year's end.

LTV Steel

RAILROAD SOLD: Cleveland Cliffs has purchased LTV Steel's iron mining and processing facilities in northern Minnesota, including the railroad between Taconite Harbor and Hoyt Lakes.

NJ Transit

ORDERS NEW DIESELS: NJ Transit has ordered 33 4000 h.p. diesel locomotives from Alstom to replace 28 older units. Powered by EMD 710 diesel engines with Alstom a.c. traction, the locomotives will be built at Alstom's Hornell, New York, plant with carbodies designed by NJ Transit's Cesar Vergara. The contract includes an option for five additional units.

Norfolk Southern

NEW PHILLY INTERMODAL YARD: NS will construct a 136-acre intermodal terminal at the Philadelphia Naval Business Center, adjacent to the former-Conrail CSX Greenwich Yard. The project will be financed by the Delaware River Port Authority, which will lease the facility to NS for 20 years. Columbus Avenue may be extended south for improved access to both the NS and CSX intermodal terminals. In addition to intermodal, NS is likely to build facilities for handling new automobiles and bulk liquid and dry bulk commodities.

ENGINE WORK MOVED TO ALTOONA: General Electric locomotives overhauled at NS's DeButts Shop in Chattanooga, Tennessee, are being painted at Juniata Shop in Altoona, Pennsylvania. The GE units had previously been painted at DeButts.

Northern Rail Car

ENTERS RECEIVERSHIP: Northern Rail Car of Milwaukee, Wisconsin, is for sale. NRC recently lost an important contract to rebuild former Metra bilevel coaches and cab cars for Virginia Railway Express after deliveries fell behind schedule and VRE canceled the order.

RailAmerica

BUYS STATESRAIL: RailAmerica has purchased StatesRail, the Dallas, Texas, based owner of eight short lines: Kyle; Kiamichi; San Joaquin Valley; Alabama & Gulf Coast; Arizona Eastern; Eastern Alabama; San Pedro & Southwestern and Lahaina, Kaanapali & Pacific. All are common carrier freight railroads except for Hawaii's LK&P tourist operation.

Seminole Gulf

BAD TRACK: An FRA inspection last summer after three derailments in July uncovered 352 reportable defects in 41 miles of Seminole Gulf Railway track in Florida. The railroad was hit with 20 counts of keeping inaccurate track inspection records and other FRA violations.

DON KALKMAN

Lake Country Limited

Amtrak's last eastbound *Lake Country Limited* exchanged whistle salutes as it passed the Soo Line 1003 excursion on Wisconsin & Southern at Spring Grove, Illinois, on September 22, 2001. The Madison-Chicago train was discontinued after it failed to attract enough freight traffic to cover its expenses (**above**).

TRRA Using Road Slugs

Similar to CSX road slugs, Terminal Railroad of St. Louis slug No.2205 was rebuilt from a GP35 by Metro East Industries of East St. Louis, Illinois. The unit is numbered above TRRA's four leased LLPX GP38-2s, Nos.2201-2204 (**right**).

MARK MAUTNER

JOSEPH M. CALISI

Redbirds Buried at Sea

On August 21, 2001, the first 27 of 400 retired New York City Transit Authority "Redbird" subway cars were sunk in about 70 feet of water 19 miles east of Cape Henlopen, Delaware (**left**), part of artificial reef site No.11. The cars will provide a habitat which is expected to encourage an increase in the fish population, stimulating both the recreational and commercial fishing industries in the area.

More RoadRailer Traffic for BNSF

On August 1, 2001, Swift Transportation moved its Portland, Oregon, to Los Angeles, California, RoadRailer train from a Union Pacific routing to BNSF. On September 22nd, three big BNSF units provided northbound Z-PTLBCA ample power through Caliente, California. Less than two months earlier, UP power hauled these vans over the same line (**right**).

RAY LEWIS

Keystones on the Curve

Bennett Levin's pair of restored Pennsy E8s powered seven excursions over Horse Shoe Curve from Altoona to Gallitzin, Pennsylvania, on October 6-7, 2001. With private car Pennsylvania 120 and leased MARC commuter coaches trailing, the Tuscan red classics drifted downgrade past a throng of admirers at Kittanning Point on October 6th (**below**).

ALEXANDER D. MITCHELL IV

JOHN HOPKINS

19th Street: The End

After 120 years, Norfolk Southern's last freight train ran down its 19th Street main line in Erie, Pennsylvania, on September 27, 2001. On October 12th, the railroad ran an official "last train" powered by ex-Conrail SD40-2 No.3376. After a ceremony with railroad officials and state and local politicians, the final train over the street trackage backed west under a police escort (**right**). NS may need to run work trains as the rail is removed and the street is repaved.

DAVID A. PHILLIPS

AAPRCO Denver Convention

The American Association of Private Railroad Car Owners held its 2001 convention in Denver, Colorado, from October 2-7, 2001. On October 7th, Amtrak ran a 14-car special east on UP's Kansas Pacific line, shown at Deer Trail, Colorado (**above**).

GARY PANCAVAGE

New Electrics for MARC

MARC 4911, the first of six HHP-8 electrics numbered 4910-4915, has been delivered. Photographed at Amtrak's Philadelphia, Pennsylvania, coach yard on October 22nd, the unit will be tested on the NEC.(**left**).

"New Haven" P32-9DM's

ConnDOT has received new GE P32-9DM's No.228-231 for the Metro-North New York City pool. No.230 shoved a Hudson Line train through Oscawanna, New York, on October 18th (**below**).

FRANK ETZEL

Union Pacific's Canadian Gateway

The old Spokane International is living up to its name

Bruce Kelly
Photography/the author

WHAT USED TO BE A sleepy secondary route handling from four to six trains a day (January 1990 R&R) is now a major growth corridor under Union Pacific's increasingly busy partnership with Canadian Pacific. The 325 miles of main track from Hinkle, Oregon north through Spokane, Washington, to the twin border outposts of Eastport, Idaho, and Kingsgate, British Columbia, currently see about a dozen trains per day, plus locals. UP expects to add even more trains in the near future.

While UP and other railroads emphasize capturing new intermodal or unit coal business, the Spokane route is scheduled to see a huge increase in manifest freight, most moving south from Canada. "Manifest traffic is up 30% over the past year," says UP spokesman John Bromley about the Spokane route. "I expect we'll see more chemical traffic. There's a lot more petrochemical business being developed in Canada." Indeed, just hours after Bromley made these comments, a northbound UP empty grain train departed Spokane for Eastport with the dispatcher advising it would have meets with four southbounds before reaching the Canadian border.

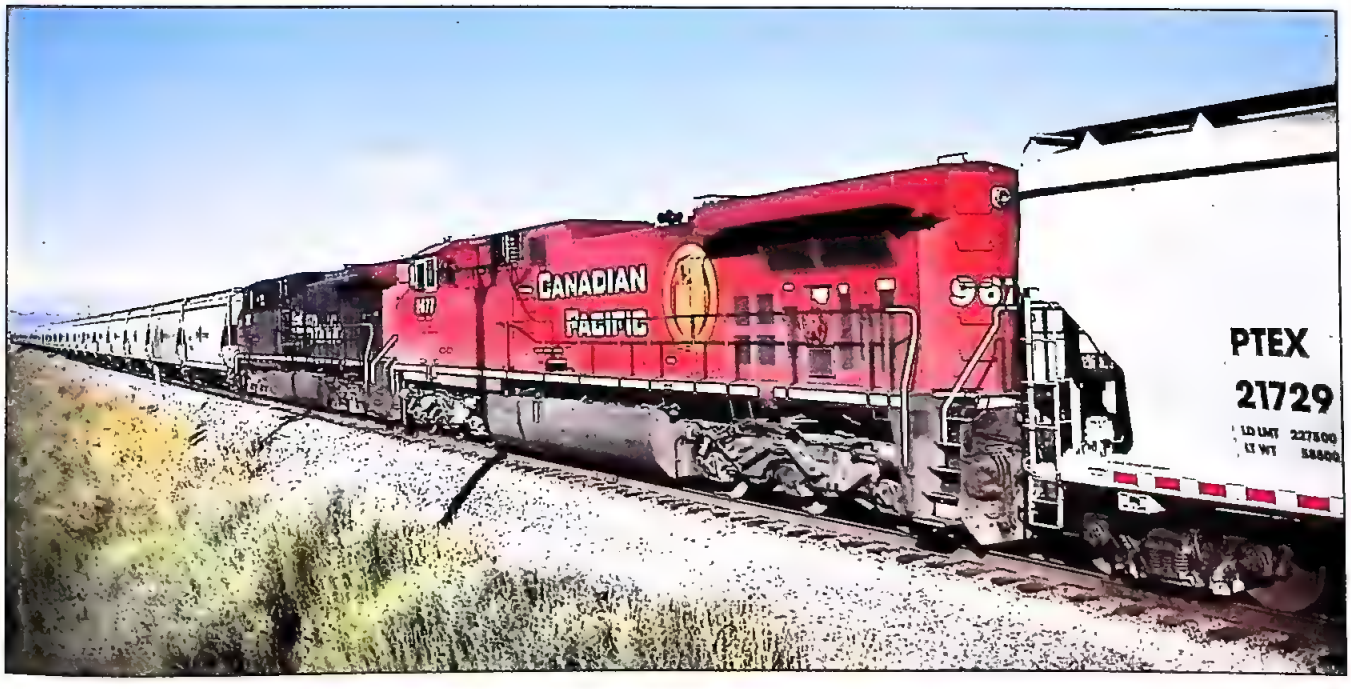
In addition to handling more Canadian carloads, UP's Spokane route has also recently revived its role as part of a strategic east-west alternative for American rail shipments, utilizing CP's southern route between

An important part of UP's Spokane traffic is automobiles, which are delivered to the former Milwaukee Road unloading facility at UP's Spokane Yard. On August 29, 1998, a short MHKSK crosses the Snake River on the Joso Bridge between Ayer and Joso, Washington (RIGHT). With its six-unit consist straddling the border, a CP crew switches UP's small yard at Eastport, Idaho on October 1, 2001. The two head units will be set out before the crew heads north for Cranbrook, British Columbia, with cars set off earlier by UP's MHKET (BELOW).

North Portal, Saskatchewan, and Kingsgate/Eastport. In the early 1900s, this route saw through passenger service between Minneapolis and Portland using Soo Line, CPR, Spokane International and UP trackage. American grain traveled the Soo-CPR-SI-UP connection to Pacific ports fairly often during the 1980s, but dwindled for several years. Today, there's plenty of U.S. grain and other freight taking the scenic route once again across southern Canada and onto the UP at Eastport, including automobile shipments that previously moved west on BNSF.

So, what's currently on UP's train list for the Ayer Subdivision (Hinkle-Spokane) and the Spokane Subdivision (Spokane-Eastport)? There are still the four familiar manifests: METHK and MHKET daily between Eastport and Hinkle, along with MSKHK and MHKSK six days a week between Spokane and Hinkle. UP frequently

CEFX and CPR units now outnumber UP power on the international trains. On June 21, 2000, CPR AC4400CW 8566 leads UP train METHK (Manifest, Eastport to Hinkle) through Marshall Canyon, ducking under the BNSF former Northern Pacific main line between Fish Lake and Cheney (ABOVE). **The unit potash trains out of Canada regularly use distributed power. On June 26, 2000, a pair of AC4400CW's, one CPR and one SP, are working mid-train as potash symbol OETPD (Eastport to Portland) approaches the diamond at Grand Junction, Idaho, where the BNSF Coeur d'Alene branch crosses the ex-Spokane International main line** (BELOW). **These trains often use solid sets of CEFX units.**



runs extra sections of METHK and MHKET, as well. A recent addition to the Spokane manifest fleet is QEDRV, a "Quality" (i.e. priority) manifest running from Edmonton, Alberta, clear down to Roseville, California, with everything from boxcar merchandise to hoppers full of grain for animal feed lots. That Canadian petrochemical traffic described by UP's Bromley is often seen on METHK and QEDRV in the form of Canadian LPG/propane tankers.

Years ago, train CPHK (UP's predecessor to METHK) would often pick up lumber and woodchip loads at various points along the former SI in northern Idaho, but the METHK is now too swollen with Canadian traffic and running on too tight a schedule to perform regular pickups. (In fact, some of those Idaho mills are suffering from the flood of cheaper-priced Canadian lumber that enters the U.S. on the METHK.) Instead, UP relies on symbol MSNHK (Sandpoint, Idaho, to Hinkle, Oregon) to haul Idaho timber products south, returning the empty cars north on MHKSN.

Probably the most interesting train on UP's Spokane route is the OETPD, which carries Canadian potash to a bulk export terminal in Portland. Until the late 1990s, these trains typically ran just a couple times a week with about 90 cars and 13,000 tons. Thanks to recent investments made by shipper Canpotex in a fleet of new hoppers and major renovations to their Portland terminal, along with the assignment of distributed power units by CPR and UP, OETPD now runs almost daily with 124 cars and 17,000 tons, powered by two units on the front and two DPU's at mid-train. Empty train OPDET returns north with all of its power up front. UP will also run an occasional OETLM to haul potash to Little Mountain, Utah.

Several times a week, unit coal trains join the parade. One originates in the Crowsnest coal country of southeastern British Columbia, enters the U.S. at Eastport, and runs to Geneva Steel near Orem, Utah. The other comes out of the Powder River Basin, traverses a BNSF/MRL routing to Spokane, and heads south on UP with BNSF units to reach a power plant near Boardman, Oregon.

Unit grain trains destined for Pacific export docks in the Seattle/Portland area also use UP's Spokane route several times a week. They run almost daily toward the end of the year, after the major wheat and barley crops are harvested. Crews on the Ayer and Spokane subs have been told to expect a huge amount of grain traffic to show up at Eastport this coming winter.

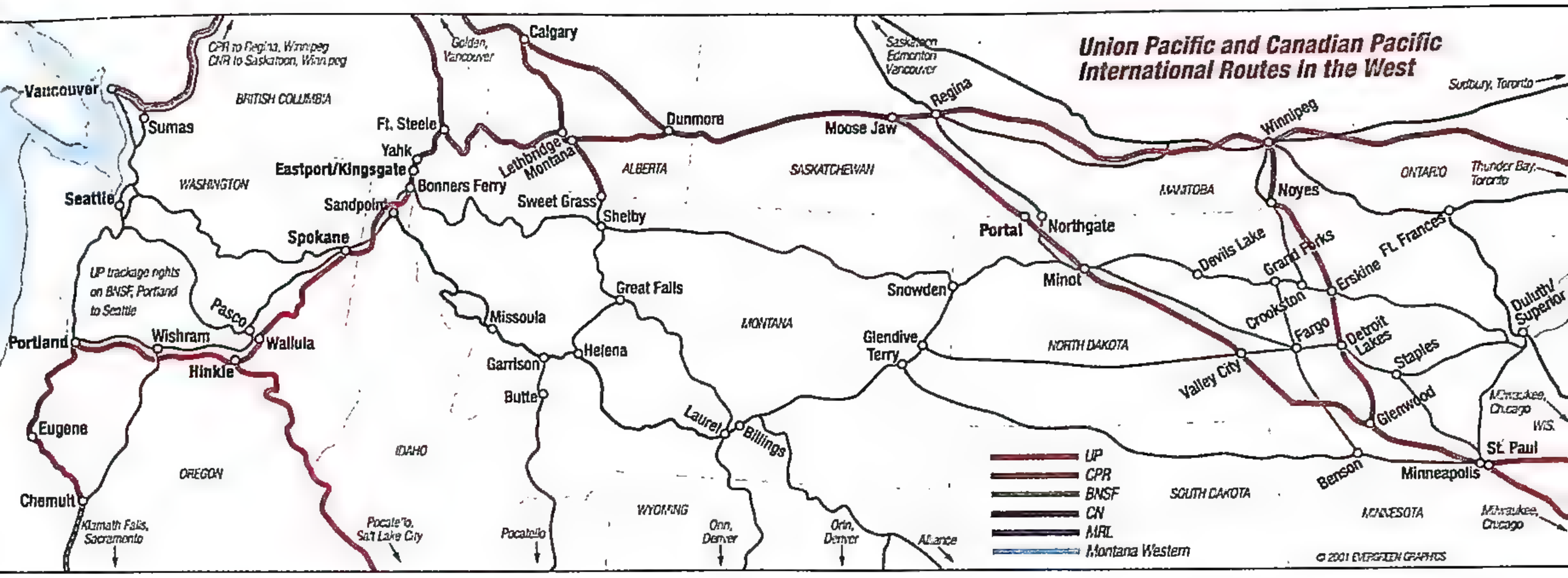
Most UP trains passing through Spokane normally change crews at or near the SI Yard, located just north of BNSF's Yardley Yard. The MSKHK and MHKSK, which start or end their trips at Spokane, use the former Milwaukee Road Spokane Yard located just south of Yardley.

As if all this main line traffic isn't enough, UP operates plenty of locals along its Spokane route. Many switchers work Spokane area industries and yards, including frequent interchange moves to BNSF's Erie Street Yard. On weekday mornings, the Coeur d'Alene Local out of Trentwood Yard heads east into Idaho to work the Coeur d'Alene Branch and often runs north to the lumber mill at Athol. On the north end of the SI, additional locals serve the mills and interchanges surrounding Sandpoint and Bonners Ferry.

For a complete change of pace, UP's Plummer Turn leaves Spokane Yard at least three days a week for the scenic trip down the 37-mile Wallace Branch to Plummer, Idaho, where it switches a strawboard plant and interchanges with the St. Maries River Railroad. Along the way, the Plummer Turn may take a side trip on the 13-mile branch from Manito to Fairfield, Washington, once part of UP's original 1880s main line linking Spokane to Oregon.

South of Spokane on the Ayer Sub (sometimes referred to as the "Washy Line"), the continued growth of UP's Canadian traffic will likely produce interference for the visiting locals off neighboring railroads with trackage rights on UP. In addition to the interchange it leaves for UP at Hooper Junction, Washington, the Palouse River & Coulee City has exercised its option to run unit grain shuttles down the Ayer Sub to a barge transload facility near Wallulla, Washington, below the confluence of the Snake and Columbia rivers. BNSF, meanwhile, runs its own turn from Pasco to UP's Ayer Yard, where it interchanges with a Camas Prairie RailNet turn that travels down the Snake River to Ayer from Lewiston, Idaho.

With so much tonnage now beating on its fixed plant, UP has vigorously reinvested in its Spokane route, with welded rail replacing jointed rail and concrete ties replacing wood. The latest track work has focused on the ex-SI mileage that twists and climbs through the mountains north of Sandpoint, as well as certain segments in the eastern Washington desert. Upgrading of the SI trackage south of Athol, Idaho, is being postponed while UP and local agencies evaluate the idea of permanently rerouting UP trains onto BNSF between Athol and Spokane. This bold move would involve laying a new main track for UP trains to use adjacent to the existing double track of BNSF's busy Funnel. Despite the many new trains, there are no



immediate plans to install signals between Spokane and Eastport, but lengthening and upgrading passing sidings north and south of Spokane is a high priority. Almost daily, main line trains have to pull or back onto branches at Velox, Washington, or Coeur d'Alene Junction, Idaho, to clear opposing traffic.

For American railfans, an exciting aspect of UP's increased Canadian business has been the influx of more run-through CPR power, plus widespread use of the most intriguing lease units to hit U.S. or Canadian rails in quite a while. UP and CPR have long exercised a power pool on trains running via Eastport, resulting in years of mixed consists of red CPR and yellow UP SD40-2s. UP units have become a rare sight on anything other than locals and the Spokane-Hinkle trains. Now, even the red CP's are at times outnumbered by CEFX SD9043MACs. Twenty of these big burgundy units, Nos.100-119, are currently on joint lease to CPR and UP. (About half a dozen more are on lease solely to CPR.) The CEFX's are equipped for remote control, so it's common to see potash train OETPD come south with two on the point and two at mid-train.

In the wake of the September 11th terrorist attacks, auto and truck traffic at the Kingsgate/Eastport border crossing is subject to tighter customs inspections, but rail traffic continues to move from one country to the other with little more than a strict check of the waybills. CPR crews stand firmly beside their UP counterparts, judging from the six units that recently came south with "Go U.S.A.!" neatly written in chalk on every fuel tank.

Soon, the railroad industry as a whole should be cheering "Go CP-UP!" as this international trade drama continues to unfold.

A Union Pacific Dash 8-40C chugs up grade toward Tunnel 4, leading MHKET up the hill between Bonners Ferry and Moyie Springs, Idaho, on August 12, 1998, with a train of empties returning home to Canada (LEFT). **On September 23, 2000, CEFX SD9043MAC's 116 and 114 on METHK slowly descend the grade, about to enter Tunnel 4 on recently installed welded rail and concrete ties on a ledge 400 feet above the Kootenai River** (BELOW).

Like 1950 All Over Again

A little black tape makes all the difference.

Steve Barry
Photography/as noted

TWO PHOTOS: STEVE BARRY

IT'S SAFE TO SAY that the East Broad Top is one of railroading's true time capsules. With its classic roundhouse, belt-driven shops and over 30 miles of intact narrow gauge right-of-way, the central Pennsylvania tourist hauler is a piece of living history from America's industrial

STEVE BARRY

ALEXANDER D. MITCHELL V. LIGHTING BY STEVE BARRY, JOSEPH M. CALISI and KERMIT E. GEARY Jr.

age. On October 15, 2001, a group of photographers, led by Jim Gunning, took advantage of the EBT time capsule to capture some images straight out of the history books. An EBT coal train was assembled for a day of runbys, and with the fall foliage, blue skies and classic equipment, it proved to be quite a day.

The train that was assembled for the day included a steel box car, eight hopper cars and a combine — making up an authentic train that EBT would have run after the railroad ceased running passenger trains. But what made the train really "work" for photography was the back-dating of Mikado No.17. The locomotive had been dressed up for tourist service, with white running board trim, white tires, yellow handrails and silver trim on the side rods. Black gaffer tape was used to cover the handrails and running boards, while water-based paint was used on the tires and rods, putting No.17 back into basic 1950s black. The entire painting and taping process took about 2½ hours.

The trip departed the railroad's Orbisonia headquarters just after sunrise, and nearly 20 photo runbys were held on the four miles of in-service EBT trackage before the train returned to Orbisonia for lunch. At the break, however, the group was informed that No.17 had developed a couple of cracked flues and would need to be taken out of service. A diesel freight was offered, but everyone agreed the morning had been so perfect there really was no need to do anything else. EBT general manager Stanley Hall offered a shop tour for those wanting to stick around a little longer, and as the afternoon progressed the photographers gradually left Orbisonia, some heading for the ex-Pennsylvania Middle Division for a dose of Norfolk Southern wide-cabs before heading home.

East Broad Top 2-8-2 No.17 storms northward at Shield's Field just north of Orbisonia, Pennsylvania, with a classic EBT freight train assembled for photographers on October 16, 2001 (OPPOSITE TOP).

Mikado No.17 shows off the basic, no nonsense black paint scheme it wore in regular service in pre-tourist days on the EBT just after sunrise (OPPOSITE BOTTOM).

With a nice plume of smoke, the photo freight performs a northbound runby on the Runk Road fill. In addition to returning No.17 to its 1950s appearance, trip organizers also cleared a lot of brush from along the right-of-way for better photography (TOP).

The previous weekend, EBT hosted its annual fall spectacular. No.17 was used in a night photo session on October 6th. Note the white and silver trim and yellow handrails (ABOVE).

Santa Fe 3751 finally on Parole

Experience from the past promises a bright future

Tom Kelsey
Photography as noted

JIM BOYD

PICTURE, IF YOU CAN, a Santa Fe 4-8-4 stomping through Arizona on its way to the South Rim of the Grand Canyon. It's fun to dream, isn't it? That dream could very well come true if the plans for the 2002 Convention of the National Railway Historical Society come to pass. Santa Fe 3751, owned and operated by the San Bernardino Railway Historical Society, has been tapped to be the primary power for the Convention, which is scheduled for August 19-26 in Williams. Arizona. In addition to a run to the rim, the 3751 will power a round trip to Williams from Los Angeles.

So exactly what makes this engine and its crew tick? To find the answer to this question, let's go back a couple of years to the last time 3751 graced the main line . . .

The summer of '99

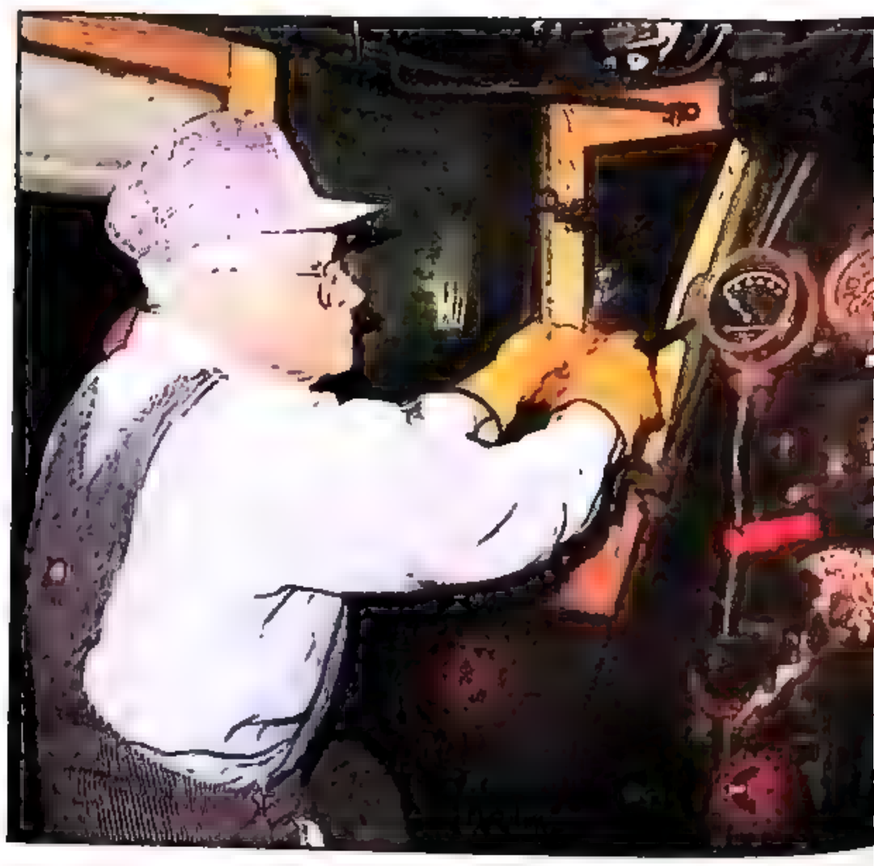
I received an interesting phone call early in June 1999 — an invitation to accomplish two things. First, to ride the southbound run of the 3751 from Sacramento to Los Angeles so I could gain a current understanding of the SBRHS's activities and crew. Second, meet and document the two retired Santa Fe locomotive service veterans (George Clous, engineer and Phil Kauke, fireman) who would be working together on this run. They would represent, if any two people ever could, a living history re-creation of regular service steam operations on their home railroad. While these two gentlemen, by virtue of their ages, are definitely exceptions to the preferred main line steam engine crews of today, the opportunity promised to be a note-worthy experience.

A Brief Historical Recap

The 3751, built by Baldwin in 1927 and modernized in 1941, was donated to the city of San Bernardino in 1958. Over the years, the locomotive had become little more than an insurance liability to the city, so 3751 was sold for $1.00 to the SBRHS in 1986. Through the dedicated efforts of many people and institutions, the locomotive's initial restoration was completed in 1991, with its first major trip in December of that year (Los Angeles Union Passenger Terminal to Bakersfield and return — see R&R April 1992).

"When the restoration was started in earnest by Scott Brittin, there was no preconceived notion that we would be out there running on anyone's railroad, but we still went forward. In fact, when the Santa Fe moved the engine to the rebuild site, they reminded us that they were not really in favor of running steam engines," says Bob Kittel, SBRHS Vice President, CMO, acting President, and major driving force on this trip. Since the inaugural December 1991 trip (which happened since the engine couldn't be ready for Railfair earlier that year), operations have been sporadic. In 1992, there was the lengthy ATSF *Employee Appreciation Special* round trip to Chicago, with a stop in Topeka for Railroad Days. In 1993 and 1994, there were no trips. In 1995 and 1996, short (20-mile) Orange Blossom trips took place west of San Bernardino. In 1997 and 1998, no runs again, but after years of outside storage a major stripping of the boiler sheet metal and lagging for an FRA inspection was completed in 1998 in preparation for certifi-cation for the run to Railfair 1999. In January, 1999, the 3751 was moved from San Berdoo to Amtrak's Redondo Junction roundhouse (one stall for the engine, one stall for the tender), where it resides today.

Over time, there have been numerous rumors about the status of the SBRHS, the engine's



TOP: **Santa Fe 4-8-4 3751 passes the east switch of Walong siding on its descent of Tehachapi Loop on June 14, 1999 en route from Los Angeles to Railfair in Sacramento.** RIGHT: **Fireman Phil Kauke runs the injector as the big Northern works between Cliff and Woodford in the Tehachapi mountains.** CENTER RIGHT: **Phil Kauke and George Clous take a short break together during a service stop.** FAR RIGHT: **Engineer George Clous works the throttle as Santa Fe 3751 accelerates southbound out of Bakersfield, California, on June 29, 1999.**

condition, relationships with various railroads and so on. My overall, first hand impression, after three days on the road with the 3751 and crew, is a paraphrase of Mark Twains's famous quote: "The reports of problems today are greatly exaggerated." Much progress has been made over the years in the organization and how it functions and relates to third parties. The engine remains in top condition. Recognizing this series of moves was likely a "last chance" to prove themselves to today's BNSF, I think the SBRHS crew handled themselves admirably. I witnessed a machine that ran flawlessly in "as new" specification, both engine and service crews that were professionally disciplined and knew their duties, an achievable plan to get the engine over the road and the flexibility to move the engine when and where the railroad wanted it, not holding up revenue movements on extremely busy trackage.

On arrival at Railfair, I found the gleaming 3751 parked under a tree, surrounded by hordes of onlookers of all ages. I was introduced to Bob Kittel, a soft-spoken and outwardly calm, yet determined and tireless soul on top of all things mechanical and operational. He introduced me to some of the other members of the crew. Without a doubt, the "stars" of the show, George and Phil were immediately recognizable by their dress, persona, class and, well, yes, age. They are true gentlemen from the golden age of the United States and steam, to whom the endless activity of Railfair was merely the circumstance surrounding the work that had to be done — getting the engine over the road safely. We instantly made warm introductions, I explained what I was about, and we settled down under a tree by Mount Emily Shay No.1 so I could learn a little about their lives.

George Clous

George Clous (pronoucnced "as in Santa, but with an o"), 84 years old when you read this, is the embodiment of the picture-perfect, classic steam engineer. His elfin twinkle, quick smile and soft speech barely conceal that for the next three days he is as happy as a kid in a 1946 candy store with a $100 bill. George started with the Santa Fe in 1939 in Needles, which has remained his hometown for 60 years. After a few years of firing, he graduated to yard engine service in 1943. On the road, he ran primarily 3800-class 2-10-2s (he quickly points out "Santa Fe types") and a passenger train from Parker, Arizona, to Cadiz, California, which left at 11:00 p.m. every night. In his youth (which seems never-ending in terms of attitude) cupid's arrow struck and he married a local Needles girl, whose father and four brothers also worked for the railroad, so she knew what she was getting into. They had a son (he is now 54 and "getting old," says George) who lives in Colorado.

In the 1940s, George happened to run the 3751 on passenger trains between Needles and Barstow. He says, "running it today is the same feeling as running it 50 years ago. The Santa Fe really took care of their engines in the steam days, but it's a particularly first-class engine now." When asked how he runs the engine, the answer is universal. "You run it by the sound. It has to have the Goldilocks exhaust beat. Not too little, not too much, just right. You know when you're there."

His tenure on the Santa Fe was not without humorous incident. Once, when taking water at Cadiz, he forgot to take the spout out of the tender, which was summarily ripped down when they left town. During a winter water stop on the main line near Seligman, he fell into the tender and had to dry off in the cab, rotisserie style. George's last five years were spent as an Amtrak engineer between Needles and Barstow, and he retired in 1981. In 1992, Phil Kauke was to go on the 3751 *EAS* trip, but his wife took ill, so Phil and Hank Graham introduced George to the SBRHS, and he has been running with the club since.

These days, George spends most mornings in his wood shop, and will soon fire up his new PC so he can get on the Internet. However, the lure of steam is great, and he is much appreciative of being invited by the younger (a.k.a. 50-ish) crowd to participate in these runs. He is teaching Mike Thornton (a BNSF diesel engineer) how to run the 3751, and George says he is picking up the technique quickly and has been quite economical on water and fuel so far.

Phil Kauke

Phil hired out as an apprentice clerk in Los Angeles, but soon joined the armed forces during World War II. After the war, he worked in Bakersfield until the end of steam in the early '50s, mostly as a fireman. About 1965 he got an engineer's job and worked the extra board at Parker and Barstow. He also worked the freight pool from Seligman to Needles, or Needles to Barstow — basically out of Needles one way or the other for 44 years. At the end, he was a fireman for Amtrak. His 46th anniversary with the railroad would have been in July 1999. He is also over 80 years old.

Phil's association with the 3751 started in December 1991 when he ran part of the trip to Bakersfield. If it wasn't for engineer Jim Thornton (Mike's father, who had chosen Phil to be his fireman) taking ill, Phil would not have run the engine. In 1995, after the death of his first wife, he remarried, and in 1996 moved to Modesto from Needles. After all those years, George and Phil finally didn't live within earshot of each other.

Phil views his current involvement with the 3751 as a set of very lucky circumstances. "Running today an engine that runs and fires so well, that steams so well, that the injectors and water pumps work so well on, is like reliving the best years of your life." He sees a good future for the 3751, especially if the future engine crew includes such folks as Mike Thornton and some of the other student crewmen. Mike returns the compliment and notes that Phil makes everything he does look so easy. For example, one expects the boiler pressure to vary some around the 230 p.s.i. operating pressure as the throttle is worked, but not with Phil; it looks like the needle is painted on the gauge glass.

Phil and George

How and when did the two meet? Phil hired out in Needles a year or two later than George, but they got called for the same trains now and then and Phil used to fire for George, usually on one of the 2900s. On one of the last ATSF steam movements out of Needles, in July 1953, George was the engineer and Phil the fireman. That was each man's last regular service steam trip, on helper No.2929 (the last 4-8-4 Baldwin built for the Santa Fe). Their run was eastbound from Needles to Yampi, Arizona, one of the longest helper runs in the west, pushing a train of 36 express cars of grapes powered by an A-B-B-A passenger road set. Running here together in the summer of 1999 was the 46th anniversary of that last steam trip together. They ended their Santa Fe diesel years together, too, with Phil firing for George on Amtrak in the 1970s. Theirs has been a close, friendly working relationship over the decades with each knowing exactly how the other will react, and each knowing the letter and the spirit of their jobs.

Each morning in June 1999, the two appear

THREE PHOTOS: TOM KELCEC

fresh as daisies, in spotless period dress regardless of the length of the prior day. With a kind word for everyone, they generally head right for the cab, not wanting to have anything missed during their watch. They each mother the machine, checking its condition and consumables, with Phil particularly keen on the fire and water situation — this all despite the average 104 degree heat, which has me wilting and drinking water continuously. George is merely amused: "104 degrees is cool! Needles is 115-120 easily, and when we used to take oil and water at Cadiz it used to be 125 to 130!" he says. George doesn't sweat at 104. Come to think of it, he doesn't even sweat in a 120 degree cab. We will needle each other (no pun intended) about the heat for the next three days. Phil, on the other hand, does sweat some, and also needs to be reminded to smile when having his picture taken. We will needle each other about that for three days, too, with me pulling up the corners of my mouth when Phil is "on camera." He responds with a silly grin. At every stop both of them mingle with onlookers at trackside, answering questions of young and old alike And they each, without exaggeration, look and act as cool as cucumbers regardless of what they are doing and the circumstances of the moment. The defining word is experience — with steam, with each other, with the line they are on, with railroading in general, and with life. It will be grand to ride with them.

Monday, June 28, 1999: Sacramento to Fresno

Our journey starts quickly enough with an exit from the California State Railroad Museum in Sacramento about 9:00 a.m. followed by fueling and switching. For the first leg of our trip I ride Norm Orfall's ex-Canadian National obs car on the rear of our train, a for-hire PV on its first trip and still in VIA colors. By 3:15 p.m. we have left Elvas Tower on the outskirts of Sacramento and are heading south for Fresno (not the intended stop, but by now we cannot make the planned stop at Bakersfield in reasonable time). After a 50 m.p.h. run down to Stockton, we change crews at Mormon, next arriving Riverbank at 5:10 p.m. for water and lubrication. This whole stop takes 35 minutes (five minutes over budget), facilitated by ale-mite gun crews working on both sides of the engine. George feels the bearings and chats with the local kids. We leave at 6:05 and have a running meet with Amtrak at Atwater. Local pacers drive alongside for miles, and the setting sun casts a nice silhouette of the engine on the golden ground of California. The flat valley is populated by grape vines and fruit and nut trees. Crew members take turns leaning out the crew car windows, soaking up the well deserved atmosphere of a high speed main line run at sunset on the mother road. Our 8:44 arrival in Fresno is met by an eager local fire department at the proper spot. After servicing, the whole train is moved south a few miles to the BNSF yard office, where the fire is killed for the night. Most of the crew adjourn to a motel.

Tuesday, June 29 Fresno to Barstow

I get down to the engine too early, based on the intended departure time which has obviously been rescheduled. Bob Kittel is in the engine at 7:45 a.m., making preparations for light-off. A steady stream of freights in both directions stops to change crews — quickly. Our 10:00 a.m. departure, scheduled to let some hot UPS trains by, is moved back until after Amtrak passes. At 12:04 p.m. we get on the road and have numerous rolling and stopped meets as endless grape vines give way to Iowa-type corn on the die-straight track. The route is a featureless, flat, single track line under the searing heat of a cloudless summer sky. At 2:53 we stop at Bakersfield, a torrid, fiery place akin to planet Mercury. Smiling, George reminds me the humidity is low, and back in Needles . . .

Yes, well. Guess I'll only drink a gallon an hour, not two. Despite the mileage left to go and the need to conquer the Tehachapis, our target objective for today remains Barstow.

At Bakersfield we have caught up with some hot "Z" trains, and there are other freights coming against us, plus a derailment of unknown consequence further south. We wait in the cab patiently for word from the dispatcher, much like a NASA crew at "T minus one minute and holding." Phil and George are settled in, George not sweating, Phil looking a little damp, but lounging sidewise in his seat and occasionally leaning far out his window in the form of a wet dish rag. The cab roof hatches are closed, I mention, despite the 120 degree heat. Phil says that was account the reflections on the gauges earlier in the day. He agrees we can open them up now since the sun has swung around. George slaps his knee and chuckles that it's really starting to cool off now. I stare deadpan at him. Cases of water and bags of ice are loaded into the cubbyholes of the tender and the custom-made mini-water barrel as I introduce myself to pilot engineer Steve Munn and FRA inspector Mike Ramsey.

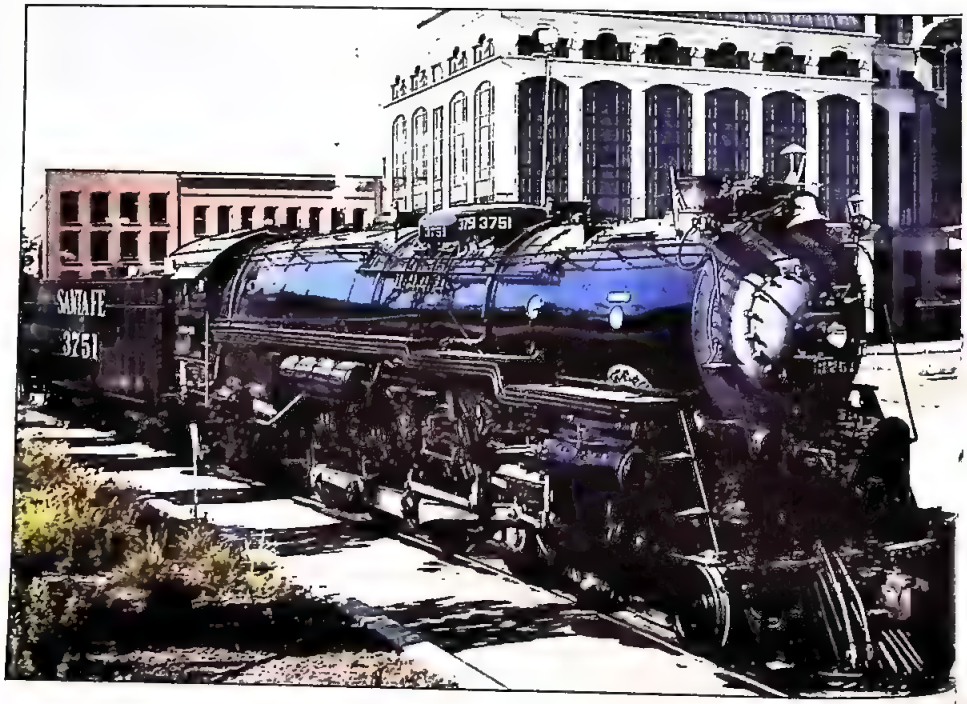
A continuous parade of young BNSF enginemen tour the cab with most of them commenting on the old brake system as well as the heat. Even in Bakersfield, there is a heavy weighting towards Needles residents and, as one might suspect, either Phil or George worked with many of their fathers years ago. Phil also knows the pilot's father, James Munn. Phil and George are gracious cab hosts, and pictures are taken with many of the visitors and their occasional children. Time passes slowly as the horse we are sitting on waits quietly for the chute to open. The "Z" trains take off, and an Amtrak train arrives.

Phil puts the fire out to avoid making smoke while we wait, and re-lights it solely from the heat of the hot firebricks. George eats his sandwich, brought by the omnipresent Fred Hill. Phil runs the injector and then tests the water level with the try-cocks on the backhead. There is a lot a friendly cab banter as we sit and await the call to move. Time passes slowly as the sun sinks in the west.

George and Phil rib each other, George relating that in the old days when the fireman would ask the engineer to run his injector the engineer would accuse the fireman of not carrying the water better. The fireman would likely retort that if the engineer would hook it up and run the engine properly, he wouldn't have to ask the engineer to use his injector. Phil notes he occasionally will give George a two-fingered signal a time or two to "double-gun it" on the road — that is, use the engineer's injector to supplement Phil's water pump. Phil is visibly dismayed about the dirt on the cab floor and sweeps up sand spilled during prior flue-sanding activities. Without warning, the radio finally crackles for us to go, and at 6:20 we move forward slightly after George asks if everyone is on the hind end and signals to his fireman "Here we go, Phil." We are under way in earnest at 7:00 p.m. after some final yard issues are behind us. With Steve saying it is an estimated three-hour run over the mountain without stops, much of the run will be in twilight and darkness, surely a great disappointment to those watching from trackside.

George pulls the throttle out more and more, each time looking at and calling to his teammate "a little more, Phil," accompanied by two handed pulling motions indicating he will open

BILL HOUGH



RIGHT: **3751 was on display at Railfair in Sacramento from June 18 to 27, 1999.** FAR RIGHT: **The locomotive passes Redondo Tower en route to Sacramento on June 13, 1999.**

the throttle, or pointing his finger towards the cab roof. Phil takes these cues to increase the water flow and firing rate. Phil has an eagle eye on George, the stack, water glass, gauges and signals at all times, and calls out clear blocks with a circular wave of the hand, acknowledged by George. The low sun floods the open cab with warm light as we accelerate towards the seemingly impenetrable wall of the Tehachapi Mountains in the distance. We are on a good roll through Edison, slow down after Sand Cut to pass a freight, roll easily through Bena, and start to really work at a steady but musical cadence as we pass through the secluded canyon between Ilmon and Caliente. I remind Phil that we need to make smoke for trackside video before we get to Caliente, but he is way ahead of me as he silently points skyward to a nice plume.

George keeps tugging on the throttle to maintain track speed, but Phil shows visible consternation as the engine pops off, wasting both fuel and water, the result of overfiring for smoke effects. Slowly rounding the horseshoe curve at Caliente, I catch a glimpse of the high, distant mountain we will be rounding in about an hour, near Cliff. Swinging into the sun, George shields his eyes in order to see the next signal ("Clear block.") where we slow to ten m.p.h. for a speed restriction, the engine still working smartly and the diesel not at all. After the unfortunate experience in 1991 when the full-throttle 3751 blew the diesel exhaust gunk off the many tunnel ceilings, blackening everything and everyone in sight, BNSF decided to push the closed-throttle steamer through each tunnel with the diesel to keep everything clean and the crews healthy. Cab windows are slid shut in any event, and with only the glow of the gauges we plunge into momentary darkness for the first of innumerable times this evening.

Looking uphill, between Tunnels 1 and 2, I notice a stopped freight we will meet at Allard. It is a westbound Union Pacific pig train powered by a pure Southern Pacific diesel consist. Thus, in 1999, we have an authentic ATSF train passing an SP train the way the line was originally envisaged. When we go through Tunnel 2, George removes his gloves and covers his ears, as he does in each tunnel. After clearing Tunnel 2, and noting the yellow over red aspect of the signal just east of there on a blind left-hand curve (another reason for our slow pace), George opens the throttle again to maintain our maximum allowed 23 m.p.h. gait. I'm certain this 80-inch-drivered Baldwin would like some faster track, but this is the duty today. The stack talk is good as we wave to the UP freight crew. A detector confirms 23 m.p.h. and no defects. Our next signal faces us across a valley after another horseshoe curve to the left, so all eyes are peering out the fireman's side to catch the aspect shining at us from across the valley. George has the engine at a steady chat as the last vestige of the sun's orb rests on the top of the mountains. Quite a crowd waits at the Bealville grade crossing in the dim light of the sunset's afterglow. After the long Tunnel 5, we are back to full steam power as the increasing darkness lets the light from the fire illuminate Mike Thornton in the gangway and the others, via an eerie sideglow. Mike, clearly savoring the moment, comments that "it doesn't get any better than this." I'm certain he also has the memory of his father in his consciousness. The wrinkled, brown hills of the Tehachapis between Cliff and Rowen are below us to the left, and above, but to the rear, the sky is indigo with the last minute orange glow of a desert sunset just on the horizon. Our night run in the cab of a 4-8-4 up the Tehachapi grade in 1999 continues. There is no other place any of us would rather be.

George and Phil have said nary a word between them recently except to call the signals. Their hand signals are enough communication, and of course each tends to his own read-outs of the engine's performance and makes adjustments accordingly. Regardless of the speed, tunnel or no, there is no pandemonium, no uncertainty, and no mistakes, just calm, professional railroading as it happened a score of times daily decades ago.

As my eyes get accustomed to the darkness, the headlight beam is now having a visible effect. Often it swings wide as we traverse curve after curve, left then right, then left and right again. The only lights in the cab are the two water gauges, the steam gauge and the brake gauges. Green clear block after green clear block pass us by, giving a ghoulish glint to the side of the boiler, silhouetting George as he leans out, scanning the track ahead, listening intently to the exhaust. As we approach Woodford, I wonder if anyone is trying to recreate the long time exposure done by Robert Hale of an SP freight approaching and circumnavigating the loop at Walong. We swing left and right again and again on the final approach to Tehachapi Loop, the headlight sometimes helping but often not. As we start around he loop, I recall a statement from John Gruber that the first Sante Fe train navigated the loop on July 1, 1899. We are only two days off the 100th anniversary of that august event. While automobile headlights aimed at us interfere with determining the aspect of the signal at the high end of the loop, we maintain our pace and continue towards the town of Tehachapi. Since it is too dark to shoot video, I take the remaining miles through Marcel and Cable to lean out the gangway behind George, just soaking up the experience. The air is measurably cooler, as we've climbed several thousand feet since leaving Bakersfield. I wonder, is George chilly?

About 9:15 George brings us to a gentle, open-throttle stop right on the 4025-foot-high grade crossing at the Tehachapi station amidst enthusiastic cheers and applause from the gathered townsfolk. A number of the service crew quickly enter the cab to see how things are. George and Phil are nonplussed — just another run; just another water stop. I dismantle my gear and bid both of them a warm and gracious goodbye, thanking them profusely for their hospitality and forbearance.

When the water stop is over, I witness from the ground Mike Thornton making the engine bark smartly leaving town under George's watchful eyes, amid more applause from the crowd. With no more service stops, yet some delays in wyeing at Barstow, the train will not

JIM BOYD

tie up until about 2:00 a.m. outside the restored station. George and Phil are on the engine until the end. It's their duty.

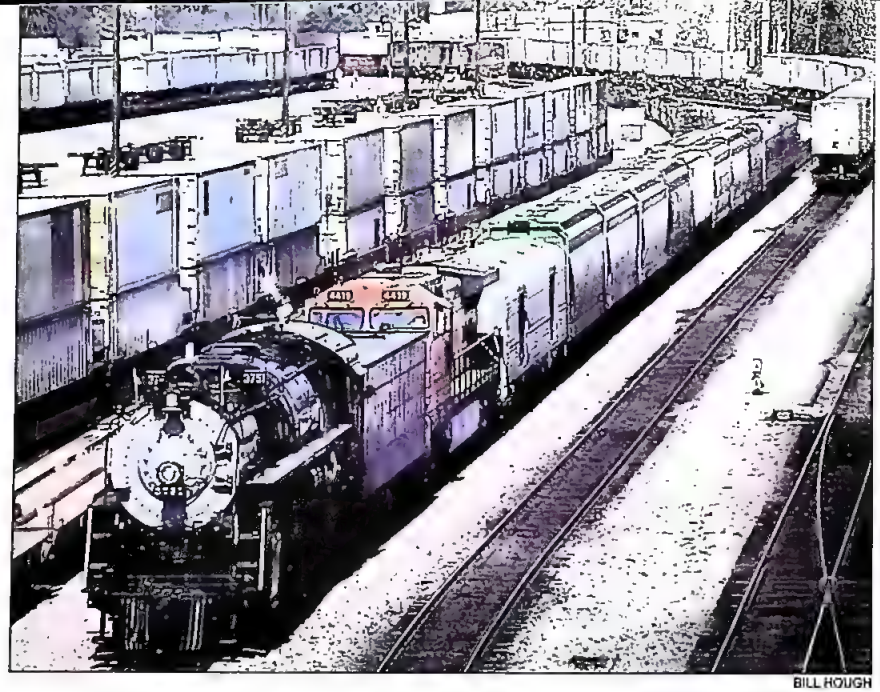
Wednesday, June 30,1999: Barstow to Los Angeles

With the late arrival at Barstow, departure is set for late morning. While the engine is washed and fired up by Dan Echeto and Scott Baker at 9:35 a.m., I have a chance to talk to Bob Kittel, who spent the night on the train, about some of the major issues facing any main line steam organization in this day and age:

"Mechanically, everything on the 3751 seems to be in top condition, with full disclosure and cooperation with the FRA on all issues. The FRA okayed the external boiler shell after the 1998 inspection. The internal inspection will take place soon as only a one-year extension was obtained on the tubes. The running gear is in excellent shape (the engine only had 11,000 miles on it after being fully shopped prior to display) and under the expert guidance of George Maier, any repairs needed have been done by the club to date. George also supervised all the tramming, piston and ring work, valve rings, bypass valves, setting of valves and alignment activities done during the initial 1980s rebuild. The wheels have not yet been dropped, but they and the tires are in first-class condition. While 'simple' boiler work, such as staybolts, are done by the SBRHS (a certified welder on the crew helps) major work has been and will be contracted out to a local firm which is familiar with firetube boilers. To sum up, all of the restoration work needed to date has been the result of weathering during years of outside storage rather than rebuilding parts which had been consumed by wear and tear in service prior to the locomotive's being put on display.

"There were some rumors about the cause of the loss of a set of superheater units on the Chicago *EAS* trip in 1992. While the uninformed speculated that the damage was caused by was the way the engine was operated, the truth is that we over-treated the water. This caused constant foaming which carried the powdered phosphate into the superheater units. Despite frequent blowdowns, the problem did not go away. The phosphates left in the units combined with moisture caused an electrolytic action that ate the units from the inside out. The solution ever since has been to have Warren Peterson visit every potential water stop and fire department and obtain a chemical analysis of their water (every main line steam crew does this today). Thus, water treatment is added at each stop to exactly suit that water's condition. End of boiler and superheater problems, knock on cab wood.

"At Sacramento, several staff from the local FRA office visited the engine and all seemed happy with the 3751's condition. At a banquet for the visiting steam crews, the SBRHS received a nice round of applause for having made substantial progress over the years from both managerial as well as mechanical standpoints. We put a lot of effort into trying to be the 'best in show' at the fair in terms of visual presentation to the public, and I think we succeeded.



BILL HOUGH

"Relations with the BNSF, which started back in 1991 with ATSF's Homer Henry, seem very positive at this time. The engine has performed without incident, the well-trained and assigned crew have done a professional job, and service stops were handled effectively within committed time lines." With the retirement of Jim Schwinkendorf from the BNSF, Bob Kittel (SBRHS liaison with the BNSF) has dealt with Richard Wessler (who reports to D.J. Mitchell, a Vice President and Jim's old boss) in Fort Worth, who has been most cooperative on this movement. "SBRHS was given anything we required from the BNSF," as Bob notes, "and without this extreme cooperation, this movement would not have happened."

Warren Scholl, BNSF Manager Technical Training and Rules, who accompanied the entire run of the 3751, says, "BNSF is very happy on numerous fronts. First, the operation went smoothly, including setting out a box car on the northbound run. Second, railroad employees were very glad to see the 3751 and have it run on their lines. Third, the SBRHS was very accommodating in running the engine on a schedule that suited the railroad's traffic and maintenance windows. Fourth, the SBRHS worked well with Fort Worth management. And last but not least, the PR aspects of the trip were all positive for the BNSF, including the endless lines of people wanting to go inside the new GE diesel on display at Sacramento just behind the 3751."

Bob notes that "from an insurance standpoint, this trip was blessed by having the CSRM obtain and pay for the liability and rerail insurance for all of the steam locomotives going to the fair under their own power. When the engine runs on any other movement, insurance is the responsibility of the SBRHS, and premiums can, of course, make a move unaffordable. We carry property insurance on the engine in the amount of $1.2 million. Following the Soo 2719 mishap, railroads now require a $15,000 re-rail policy as well.

"Contributing to our present financial health, in addition to annual membership dues, are the all-important souvenir sales, a more-than-break-even payment from CSRM for the Sacramento moves, and important annual donations from some private foundations. As a result, the treasury has a positive balance and all debts have been paid. It is hoped that we will get some new members from the recent publicity. Combined with fund raising, this should permit a base level of funding for the new museum and restoration site."

"What will happen in the next few years?" I

ABOVE: **On the final leg of the journey homeward from Railfair 1999, 3751 passes through San Bernardino en route to Los Angeles on June 30, 2001.** RIGHT: **SBRHS president Bob Kittel and videographer Dave Goodheart pose by the 3751 during a servicing stop in Fresno on June 29, 1999.** FAR RIGHT: **Joining George Clous (center) in the cab of the 3751 are Mike Thornton (left), a BNSF engineer and an engineer-in-training for the San Bernardino Railroad Historical Society and Warren Scholl (right), BNSF manager of technical training and rules.**

ask Bob. "Trips maybe, if all the planets line up, but the building of a permanent home, definitely. The 3751 is an engine for hire, much like the 4449 and 1522, but without the multi-year, multi-mile track record of those engines (although the flawless performance to and from Railfair 1999 certainly helps). Early after its rebuild, the 3751 might have seen more use, but with the retirement of Homer Henry from the Santa Fe the engine sort of 'fell through the cracks' for some years. Thus, while doing more *EAS* work for the BNSF is a goal of the SBRHS, the outcome is far from certain.

"In terms of excursions in and around California, traffic congestion on local main lines, the lack of places to turn the engine and a shortage of passenger cars are all factors to be considered. Discussions have been held with Amtrak, and possibly something could be worked out here. Possible round trips to San Diego have been mentioned for years. Amtrak has its own stringent mechanical requirements, and also wants a steam-qualified engineer it feels comfortable with (enter perhaps Bill Stettler from the 4449 crew or Mike Thornton of SBRHS. What will we do, and when and where? Only time will tell.

"With the trip scene in definite limbo the first order of business is building a permanent home for the engine. The SBRHS has signed a 30-year lease for property just east of the San Bernardino station. Upon this will be built a building where storage and restoration of the 3751 can take place in a secure environment, and the public can tour the facility to witness such work first hand. Building plans have already been roughed out. The timing of this is somewhat critical since the present lease with Amtrak for space in the Redondo Junction Roundhouse expires in 2002, although it might be renewed."

George and Phil arrive at 10:00 a.m., fresh as new poppies on a Tehachapi spring morning. I ask what they thought of last night's run and if it was a strain. Phil says he likes running at night since the signals show up better as well as the cab gauges. George grins and says no problem, since he didn't think they ran trains other than at night anyway (much of his regular service experience was after the sun went down). He apologizes for a couple of wheel slips last night — flange oilers that weren't there in the steam days — and compliments the fireman for keeping the water level just where it needed to be. For both, running up the hill was just like old times. We review a few of the hand signals that they use between each other to communicate over the din of the cab, and Phil shares a few tips of the experienced fireman, such as putting a pipe cleaner on a valve handle so you can readily see its position when only minor adjustments are needed. They politely excuse themselves as they take off to check their aspect of the 3751's readiness. A crowd of townsfolk has gradually accumulated in the blinding light, and Fred Hill and colleagues are doing a brisk business under the shade of the souvenir tent. I buy my share of goodies and head for the crew car.

At 11:50, we depart and make quick time through the lengthy Barstow yard, BNSF employees all stopping to wave. West of town, we start to parallel Route 66, where at high noon the motorcade is getting their kicks. Leaning out the left side of the crew car window at 50 m.p.h. as we navigate a long, gradual curve to the left, with only the engine, track, plain desert and the fully-wired telegraph poles in view, I think I am perhaps in the mail car of the westbound *Chief* or *Grand Canyon*, LAUPT bound with all manner of movie stars and industry moguls filling up the well-appointed cars behind. Our Victorville water stop (complete with Fred's souvenir tent — how did he get here so fast?) is done with dispatch, for this is Warren Peterson's home crew and they dare not disappoint. Warren recounts that there was a 13-year-old boy who showed up with his mother at Railfair. He had saved all his paper route money to buy the plane tickets for the two of them. The 3751 crew let him blow the whistle, and they gave him some souvenirs, all of which his mom said absolutely made their trip. Another anecdote of what motivates the crew was a visit after-hours at Railfair by a woman who wanted to get her father in the cab, if possible. Nothing too unusual here, except the fellow had flown in from Japan just to attend Railfair after reading about it in a magazine. After numerous photos of him in the engineer's seat, he alighted and bowed to everyone, grinning from ear to ear.

On the long slog from Victorville to Summit, a few of the crew spot Chard Walker at trackside and recall a slide show he gave of the glory days at Summit some time back. We are paced on a dirt road by inveterate California railfans around Lugo, and finally crest the grade at 2:06 p.m. surrounded by razor wire. After a thorough and serious brake test, the descent of Cajon starts on the north track under the full dynamic guidance of helper diesel 4419. It's a pleasant sight, going around Sullivan's Curve behind a Sante Fe 4-8-4. Our descent into the Los Angeles Basin continues unabated until we stop for water at a hydrant just east of the San Bernardino station. Once we arrive at the depot, I and some others detrain, and Phil and George run the engine on its last lap to Redondo Junction. With five hours, I should have enough time to wind my way through the freeway traffic and make my red-eye flight out of LAX. It has been a very good three days.

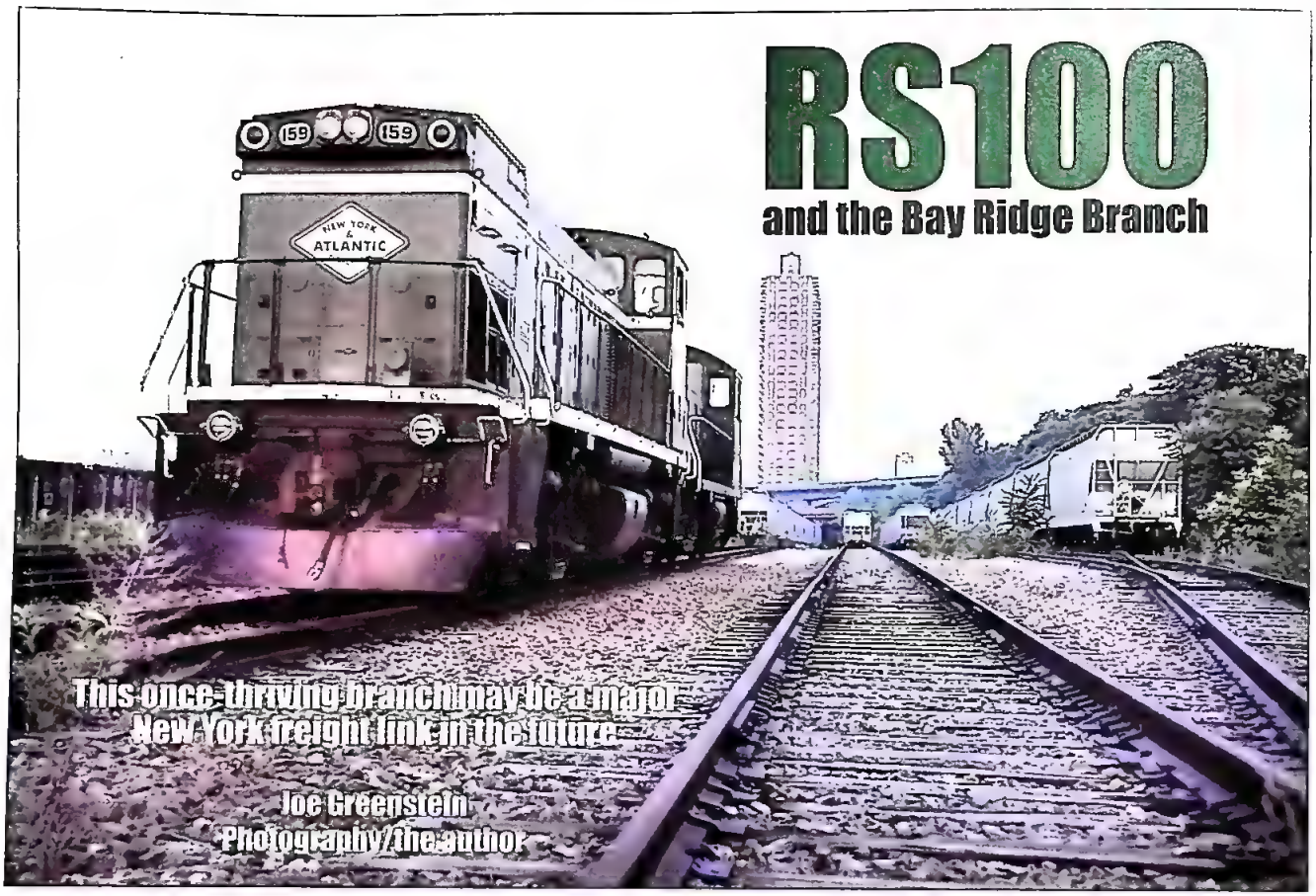
Conclusion

God willing, and the mud-slides, forest fires and earthquakes not intervening, it would seem after the successful seven-day round-trip run to Sacramento, the SBRHS and 3751 have better than even odds to be candidates for future operations. BNSF is apparently pleased with the operation of the engine, the logistics, the crew, and the publicity received. Even with these positive aspects, as with the other private steam locomotive operators across the United States, opportunities to run may or may not arise. But if they do, they assuredly will involve circumstances that benefit the BNSF. With pending permanent indoor storage, a base level of funding, and a business-like approach, we can hope that the 3751 will be able to stretch its feet once again on home rails, or perhaps a benevolent regional or tourist line. But the first priority is the museum/maintenance building next to the San Berdoo station.

A big "thank you" to Bob and everyone of the dedicated volunteer crew, and to George and Phil for an experience I shall never forget. Keep smiling for the pictures, Phil.

TWO PHOTOS: TOM KELCEC

RS100
and the Bay Ridge Branch



This once-thriving branch may be a major New York freight link in the future.

Joe Greenstein
Photography/The author

"THE CATENARY had already been torn down and the signals were being taken out by Penn Central, so now it was single track train order territory. They were changing the switches from electropneumatic to hand thrown. I worked with the track crews, carrying tie plates and angle bars, just to have something to do."

The words belong to 87-year-old Harold Fagerberg, who for many years served as a tower operator for the New York, New Haven & Hartford and later for Penn Central. He's describing the events surrounding the 1971 closing of Fremont Tower at Fresh Pond in Queens, New York. Since 1918, the Long Island Rail Road's Bay Ridge Branch and the New York Connecting Railroad's Fremont Industrial Track (jointly owned by the Pennsylvania and New Haven) had combined to link the float bridges at 65th Street, Brooklyn, with Oak Point Yard in the Bronx. The route cut a semi-circular swath through Brooklyn and Queens, then climbed to cross the mighty Hell Gate Bridge. There were stretches where the high-speed, double tracked line from Bay Ridge widened to four main line tracks, and Fagerberg can remember when eight New Haven symbol freights and often as many extras ran each day, along with local LIRR switching jobs. In that era, it was not unusual to see 125-car trains crossing the Hell Gate, says Fagerberg. Fremont Tower was the operational nerve center, located at the junction where the Bay Ridge Branch, the Fremont Industrial Track and the Long Island Rail Road's Montauk Secondary intersected.

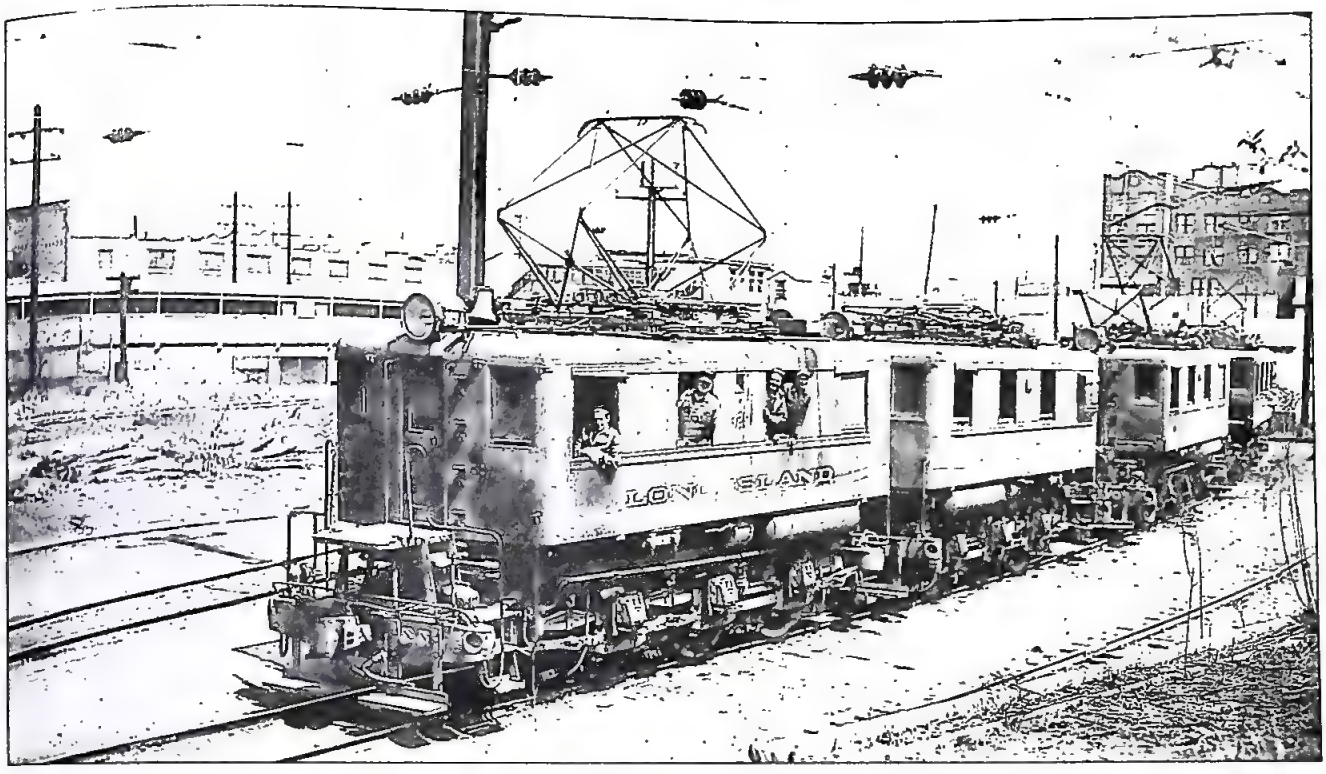
But by the late 1960s, the ill-fated formation of Penn Central and the tragic demise of the New Haven had become the handwriting on the wall for New York Harbor's once prodigious carfloat traffic — and the eleven-mile Bay Ridge Branch lost its main reason for being. When Harold Fagerberg turned out the lights at Fremont Tower, he was the last to leave. New York City freight railroading was about to enter its darkest hour.

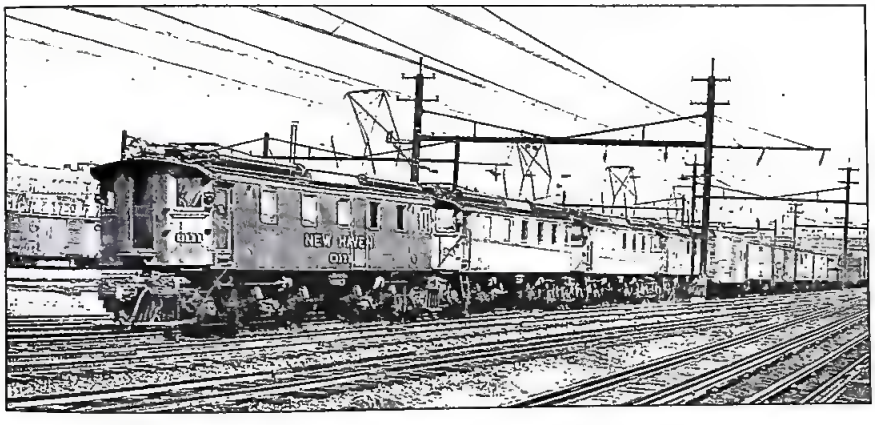
Traffic on the branch quickly diminished to a trickle as its operation passed from Penn Central to Conrail and then back to LIRR. Soon the once-proud line had become little more than an urban eyesore, a dumping ground for local garbage.

Enter the New York & Atlantic

During the mid-1990s, in an attempt to reduce Long Island's overwhelming reliance on trucks, the governor of New York decided that the state-owned LIRR should relinquish its underutilized freight franchise to a private contractor. Short line operator Anacostia & Pacific was chosen. Starting on May 12, 1997, the New York & Atlantic Railway, actually owned by affiliate Anacostia Rail Holdings, was granted a 20-year lease (with a 10-year renewal option) to run all freight on 269 miles of LIRR track. The Bay Ridge Branch is one of the few freight-dedicated lines on this commuter rail system (the last passenger train ran on the branch in 1924), and one look at a map shows its extraordinary potential. It could be revitalized to form a belt railway serving the entire metropolitan area as well as eastern Long Island and New England.

However, the problems are many. Not least is the challenge of reversing the pro-highway/anti-rail bias that has dominated the region for many years, even among government agencies. "Not-in-my-back-yard" attitudes among lineside residents have also been an issue. The Bay Ridge Branch passes through a remarkable range of neighborhoods — from some of the city's worst to some of its best. It's the upscale communities that tend to be most resistant to any increases in rail freight. NYA has initiated dialogues with community leaders, hoping to educate them about the railroad's mission and its importance. It has also done an admirable cleanup along much





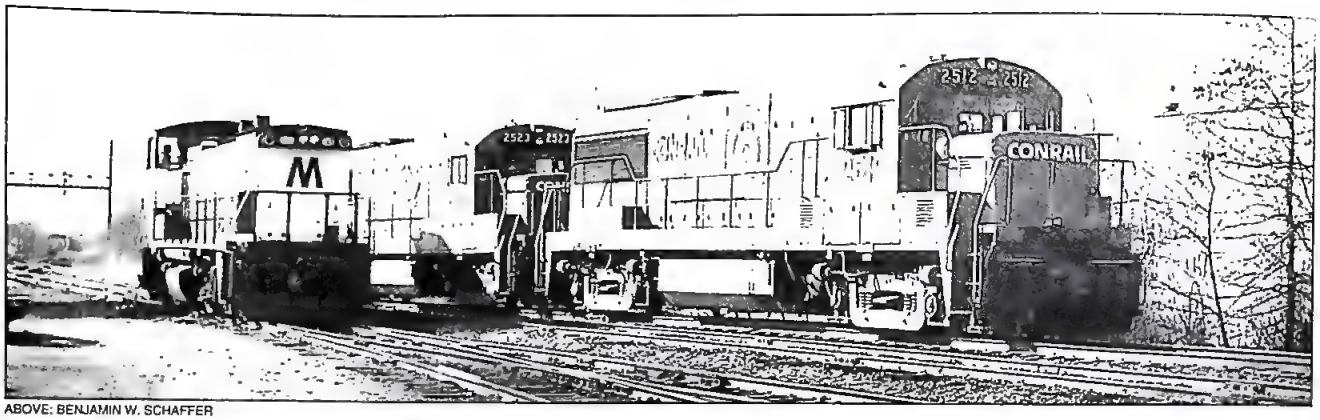
New York & Atlantic MP15 No.159 is at the end of the Bay Ridge Branch at 65th Street Yard. The covered hoppers, filled with plastic pellets, are being stored for two local customers (OPPOSITE). The engine crew on a mated pair of Juniata-built LIRR B-3s seem pleased to pose for Harold Fagerberg at Bay Ridge on May 5, 1943, while World War II was in full swing (TOP). Four Baldwin-Westinghouse EF-1s haul a New Haven train from Cedar Hill Yard in New Haven through the New Lots section of Brooklyn on April 7, 1943. The third rails on the two foreground tracks belong to the NYCTA Canarsie Line (ABOVE). When towerman Harold Fagerberg wasn't working for the railroads, he could often be found photographing them. At his home in Babylon, he holds one of his favorite shots, showing a Long Island Class G-5s Ten-Wheeler at Ronkonkoma in July, 1935 (RIGHT).

of the Bay Ridge right-of-way. But a lot of the track is in poor condition (necessitating a ten miles per hour speed limit), and the railroad is hesitant to invest in infrastructure it doesn't own, feeling instead that the state should provide funding for track maintenance.

Through it all, freight business has been growing, and three railroads — CSX, Canadian Pacific and Providence & Worcester — now interchange with NYA at Fresh Pond. Recently the city's Economic Development Corporation selected Canadian Pacific to manage and operate the 65th Street Yard in Bay Ridge, with NYA as a subcontractor. CPR's deeper pockets and line-haul capabilities should have a significant impact. There are also plans to raise vertical clearances on the branch for intermodal traffic using a mix of local, state and federal funds. Finally, there's talk of a trans-harbor tunnel that would connect the line's western end with either Jersey City or Staten Island, giving Long Island its first direct rail freight link to points south and west. Preliminary plans for a tunnel were drawn up as far back as the 1920s, and were one of the primary reasons for creation of the Port Authority of New York and New Jersey. It didn't get built, but the idea has been recycled periodically. Whether it will actually happen now is the $2 billion question.

June 27, 2001

It's 3:00 p.m. on a sweltering summer afternoon, and the crew members of NYA train RS100, the Bay Ridge job,



ABOVE: BENJAMIN W. SCHAFFER

are not happy campers. A few weeks back, an LIRR ballast train derailment had shut down the branch and the CSX interchange for four days. RS100 is still dealing with the backlog, but today the crew is also being asked to perform switching chores that should have been done by other jobs. Their first task is to shuffle cars between East and West Yards at Fresh Pond, then a quick run to Bushwick before heading out to Bay Ridge to exchange cars with New York Cross Harbor, the last remaining carfloat operation in the Port of New York. Complicating the timing, Superintendent of Operations Mike McGinley would like RS100 to be off the branch by 9:30 in response to a noise complaint registered by an irate Flatbush housewife. "Doesn't she realize the railroad has been here for 125 years?" grumbles engineer Tony Mazzella. Still, he vows to give it his best shot, as long as no one takes shortcuts and things don't become too rushed.

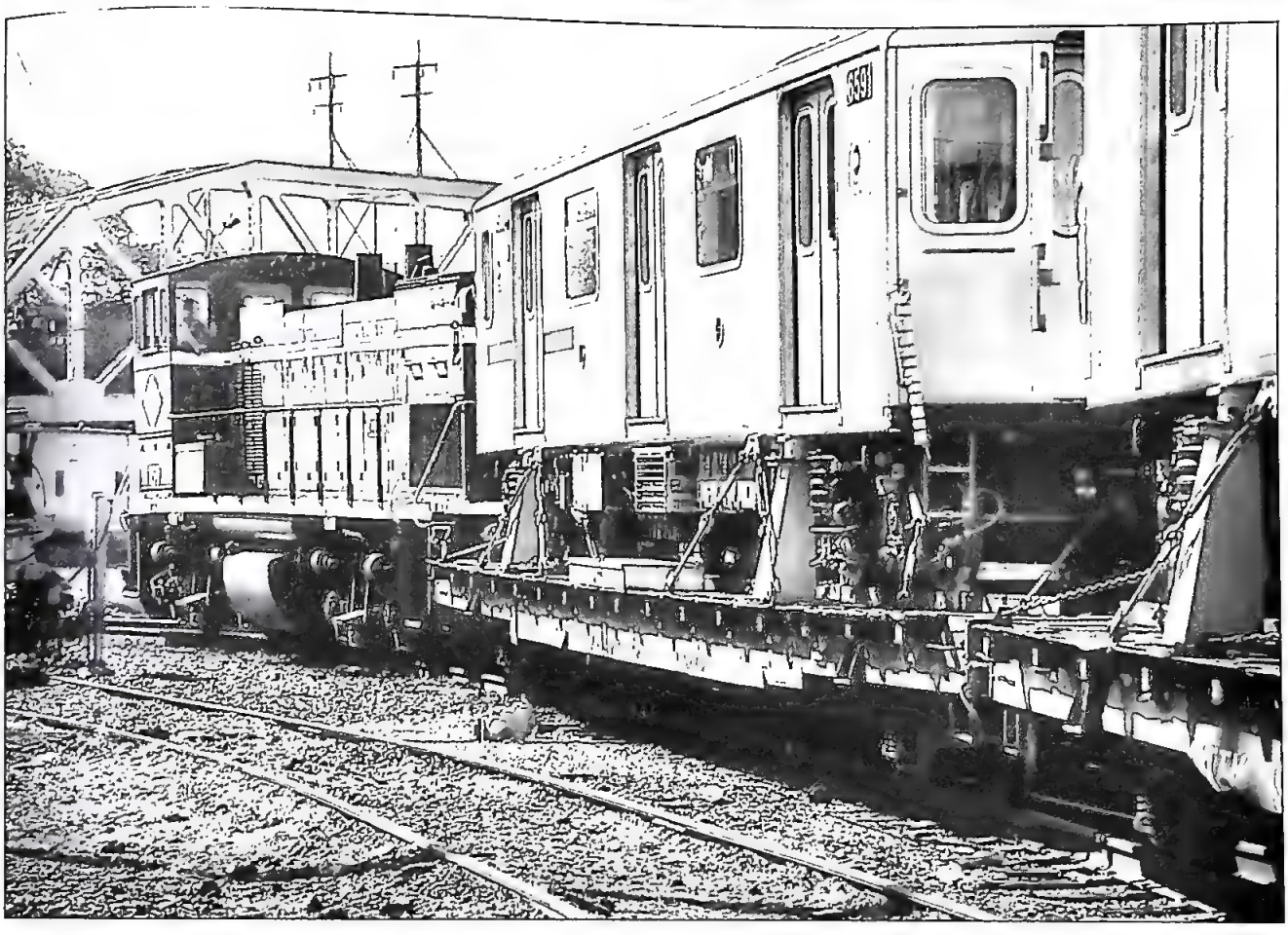
Orders in hand, conductor Tommy Materka arrives from the yard office and RS100 is ready to roll. The third man on the crew is Roger Richards, who nine days earlier had passed the grueling Book of Rules exam, on his way to becoming qualified as a conductor. But in this instance he's serving as brakeman. The fourth person on board is me.

Our power consists of two EMD switchers: No.159, a 1500 h.p. MP15AC; and No.105, a 1000 h.p. SW1001. Both were built in 1977 and are leased to NYA by LIRR.

East Yard is for classification of inbound cars; West Yard is for outbound empties or loads temporarily being stored. We spend the first half hour shuffling cars back and forth between the two. Hanging on the far end as we push a string of boxcars, brakeman Roger Richards radios to the cab, "RS100 clear for twelve" (meaning proceed twelve car lengths), and I have to smile when engineer Tony Mazzella answers, "Roger, Roger." Once this yard work has been completed, the Bushwick branch is next.

As a journalist, my primary focus today is the trip to Bay Ridge. But truth be known, I'm thrilled by the opportunity to ride the 3.4 mile Bushwick branch—an extremely funky piece of railroad that starts just west of Fresh Pond and runs through a raw industrial precinct on the Brooklyn-Queens border. It's an area where commercial waste dealers predominate, and where few people would want to be caught after dark.

After following the LIRR's Lower Montauk Secondary for a short distance, the branch curves left and we approach the first of its many unprotected grade crossings. Conductor Tommy Materka grabs a red flag and a hand-held flare. I ask why he needs both, and Tony Mazzella, not inclined to mince words, replies, "To be especially visible to extremely stupid drivers." At each crossing, conductor



Long Island MP15AC No.165 was at Fresh Pond Junction with two Conrail (ex-Penn Central, nee-New York Central) U25B's on January 30, 1979 (OPPOSITE TOP). New York & Atlantic train RS100 emerges from the East New York Tunnel. At the far right are the remains of the East New York passenger station, out of service since passenger service was discontinued in 1924. The insulator above the tunnel portal and the signal are vestiges of the New Haven's glory days (LEFT). With Tony Mazella at the throttle, MP15AC No.159 pushes a string of flats carrying new Bombardier R142 subway cars off the wye and toward the specially built unloading ramp on the south edge of East Yard on June 8, 2001. The cars had arrived the previous night on CPR train DH-275 (ABOVE).

and brakeman run out ahead on either side, and then Tony eases the lead locomotive across the thoroughfare. For all the commotion of RS100's horn and bell, the folks on the street pay us relatively little mind. But the handful of kids we encounter seem to temporarily forget their inner city cool and gaze up at us in wide-eyed fascination. A few even stop to wave, and Tony dutifully waves back, or gives them a brief blast on the horn.

The "scenic highlight" of the branch is the short bridge across English Kills, a grungy offshoot of Newtown Creek which separates Brooklyn from Queens. The water appears to be coated with a film of oil, and on this 90-degree day it smells even worse than it looks.

At Rosen Bakery, near the end of the branch, we swap an empty Soo Line box car for a loaded one — both of them a long way from their granger home turf. After making another swap at King Materials (building supplies), we change ends and head back to Fresh Pond with seven empties in tow.

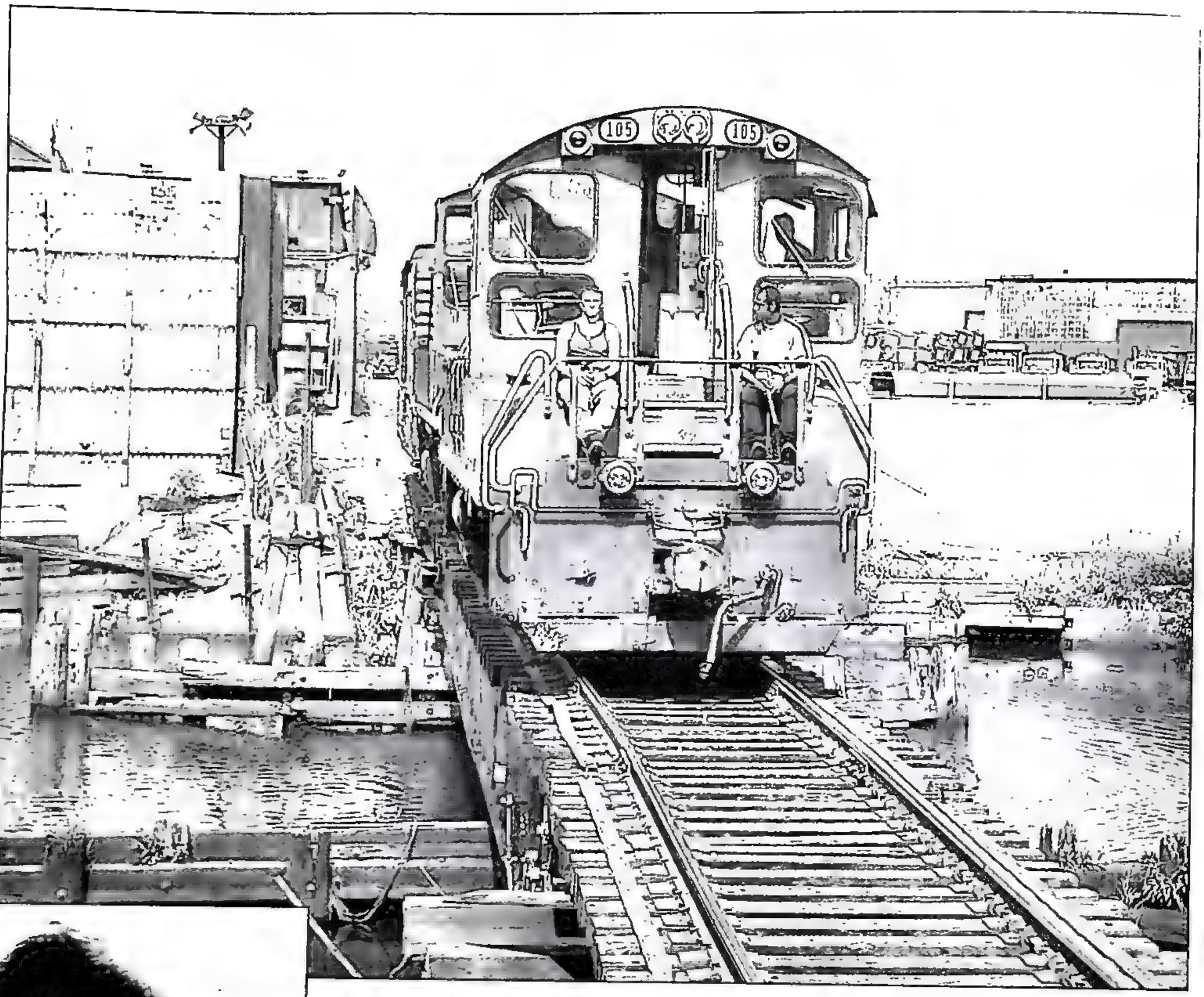
"It's all yours," Tony teases, as the three crew members hop off the locomotive at Pond Tower and head inside for a drink of cold water and a chat with office clerk Alex Rodriguez. Then, more mop-up switching . . . East Yard, West Yard, up to the interchange, back to East Yard. By 6:20 p.m. I'm about switched out, when Tommy says we're finally ready for the trip to Bay Ridge.

Southbound at Last

Beyond the interchange, the tracks ride a high embankment that passes through the blue-collar neighborhood of Glendale, Queens. Two miles later, running next to the Cemetery of the Evergreens, we reach the defining landmark of the branch — the 3900 foot long, four-track East New York Tunnel. It was built in 1914 using the cut-and-cover method as part of a massive grade crossing elimination project jointly financed by the city and LIRR. Nowadays only two tracks are still in place, one used mainly for storage.

Above some of the tunnel portals, I can still see vestiges of the New Haven catenary that had been strung along the branch in 1927. I recall the story told by retired tower operator Harold Fagerberg, about those occasions when extremely cold weather or a bolt of lightning brought the wires down. "That alarm bell would scare the hell out of you," said Fagerberg, who would hurriedly contact the New Haven's power desk in Cos Cob, Connecticut. "Four west open on the ground," he'd yell. "Put a block on that lever," was the immediate response, and that block would remain in place until the wire team could repair the break, and the road dispatcher gave the all clear. Fagerberg also described the days during World War II, when especially concentrated traffic on the branch caused LIRR to lease some of the PRR's heavy-duty Class L-1s Mikados. Apparently these steam locomotives were always run backwards on the eastbound grade into the tunnel, so the engine crews wouldn't be asphyxiated by the smoke.

Even as we approach the tunnel today, Tony advises me to close the cab windows because the diesel fumes can be intense. Without fresh air the cab



Conductor Tommy Materka and brakeman Roger Richards are comfortably perched on SW1001 No.105's platform as engineer Tony Mazzella eases train RS100 across the English Kills bridge (ABOVE). **Backlit by the setting sun, Tony Mazzella waits in the cab of MP15AC No.159 as his crew lines switches while RS100 drills the CSX interchange at Fresh Pond** (LEFT).: **In Astoria, Queens, CPR train DH-275 makes the long ascent to the Hell Gate Bridge, the giant steel arch that crosses the East River, on July 20, 2001. At its northern end is the former New Haven Oak Point Yard in the Bronx. The CPR train is exercising running rights on CSX's Fremont Secondary, although the bridge and its approaches are actually owned by Amtrak** (OPPOSITE TOP). **As RS100 passes beneath the Fort Hamilton Parkway in Brooklyn's Borough park section, it's paced by a city-bound N Train of the New York City Transit Authority. Obviously the clean-up of the branch has yet to reach this point** (RIGHT).

becomes an oven, and I'm grateful when we emerge into the waning sunlight a few minutes later.

South of the tunnel lies a tough section of Brooklyn known as Brownsville, now famous as the birthplace of heavyweight fighter Mike Tyson. The right-of-way is paralleled here by a high viaduct carrying the New York City Transit Authority's L Train to Carnarsie. We pass a company called CBS, to which the railroad delivers three tank cars of corn oil a week. Tony tells of a recent incident when some local teens opened the valves on one of the cars, saturating the ground with the oil. Weeks later it was still a quagmire, says Tony, and wooden pallets laid down to provide some firm footing just sank into the ooze.

Another couple of miles south is NYA's lead to the Transit Authority's Linden Yard. Lately the railroad has been delivering five to ten new Bombardier R142 subway cars here each week. Placed on flat cars at Plattsburgh, New York, the R142s arrive at Fresh Pond as part of Canadian Pacific train DH-274. After they've been unloaded using a specially constructed ramp, RS100 hauls them to Linden on their own wheels. I had witnessed one such run a few weeks earlier. Because the subway cars don't use knuckle couplers, a special adapter is needed. And since their air brakes are not yet functional, the NYA engineer must rely solely on the independent brake. For this reason, I was told to hang on tightly whenever the train was stopping.

But today, RS100 is pulling no subway cars — just nine empties for Cross Harbor. Soon we're chugging past the Brooklyn Terminal Market, where NYA brings in two or three cars of foodstuffs a week, and hopes to build more business. The next customer along the line is Brooklyn Resource Recovery, Inc., a major scrap metal dealer. Then the track curves toward the setting sun, and we enter a deep cut that passes Brooklyn College.

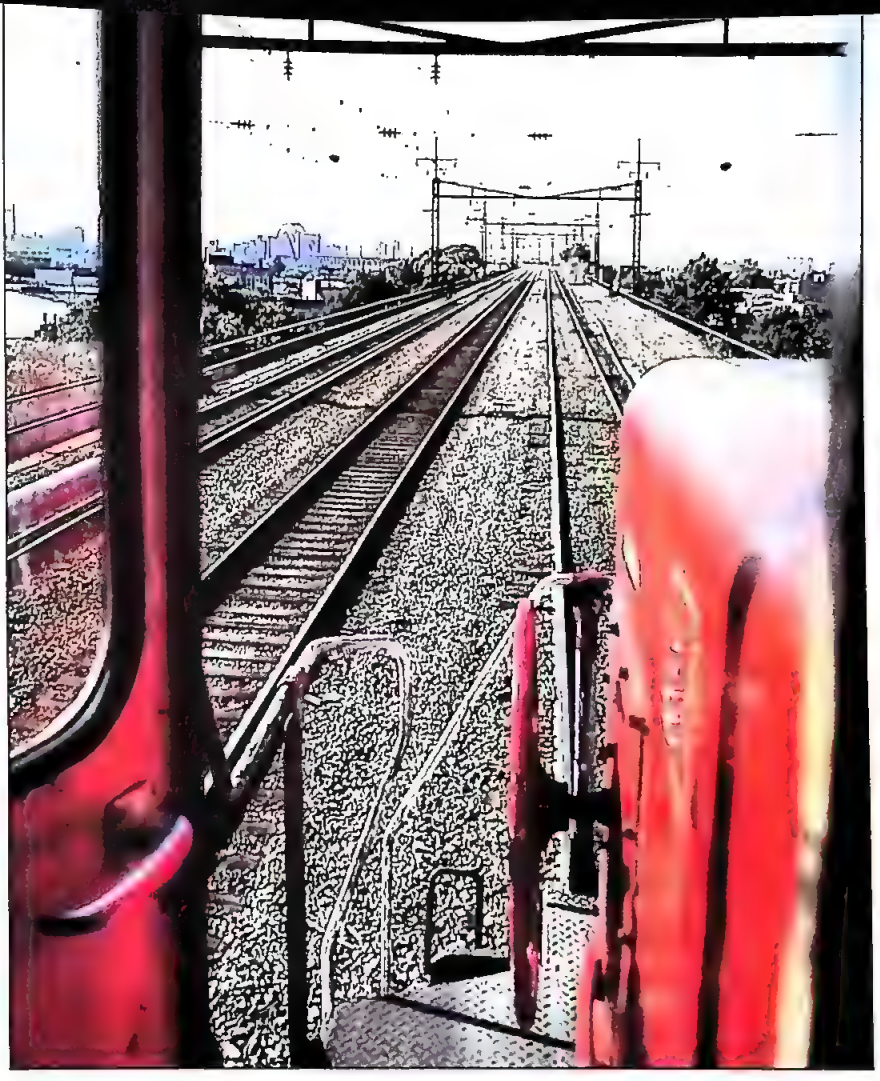
As we travel through a heavily wooded section of the cut, a dog darts across the track not a hundred feet ahead of us. "He does that every time we pass," explains Tony, a story that

Tommy vigorously confirms. I figure they're pulling my leg, but on the return trip, sure enough, there goes the dog again. Taking such chances must fall within the mutt's concept of living life to the fullest.

The Bay Ridge Branch was built in 1886-87 as part of the New York & Manhattan Beach Railroad, and just past Ocean Avenue is the spot where the five-stop extension to the former resort of Manhattan Beach parted company with the line to Bay Ridge. About a mile later we pass the site of Parkville Junction — the old interchange with the Transit Authority-owned South Brooklyn Railway. This unusual freight line, with its hybrid locomotive roster and its street running on McDonald Avenue, was reputedly the only aspect of NYCTA operations ever to show a profit. It still exists today, albeit in greatly truncated form and nowhere near our present location.

Reaching Fourteenth Avenue in Brooklyn's Borough Park section, our right-of-way curves slightly north and runs beside the Transit Authority's N Line for the final mile to the Cross Harbor interchange.

It's 8:10 p.m. and the setting sun glows blood-red through the haze as we drop off our empties, setting hand brakes and chocking the wheels. Then we gather up the ten inbounds that Cross Harbor has left for us. Beyond the interchange is 65th Street Yard with its two new gantry float bridges,



Train RS100 passes under Bridge 35, originally built for the New York Connecting Railroad in 1916. In the post-Conrail era, the bridge is owned by CSX, although CPR has been granted running rights (and Providence & Worcester limited running rights) here. CPR's SD40-2 No.5423 is one of two units that will lead train DH-275 north to Saratoga Springs, New York (ABOVE). Roger Richards was at Fresh Pond Junction on June 8, 2001, the day he passed his demanding Book of Rules exam. The certification testing is done at the LIRR's Hillside Facility (LEFT). The setting sun silhouettes the two new gantry float bridges at 65th Street Yard in Bay Ridge. From 1918 until 1970 this facility provided a vital carfloat link for New Haven traffic out of New England to PRR's Greenville Yard in Jersey City. During its prime, the four old float bridges handled as many as 2000 cars a day and after the late '20s, the entire yard was covered in catenary (OPPOSITE).

and beyond that, the waters of Upper New York Bay. Even during the days of the New Haven, the yard itself had been operated by the Long Island Rail Road, using twin sets of six-wheel B-3 electrics to assemble trains and work the carfloats.

Goin' Home

As darkness settles over Brooklyn, I relax into the sway of the locomotive and the hypnotic glow of the headlight on the rails. Tommy, who has a junior main line license, has moved over to the driver's seat. He's required to put in a minimum of 250 supervised hours at the throttle before he can apply to take the engineer's exam, which he's just about ready to do.

Cross Harbor had given us a gondola of rail for the Transit Authority, which we set out on the lead to Linden Yard. In the morning, the gon will be retrieved by one of the TA's diminutive diesel locomotives, dimensioned to fit through the subway system's low-ceilinged tunnels.

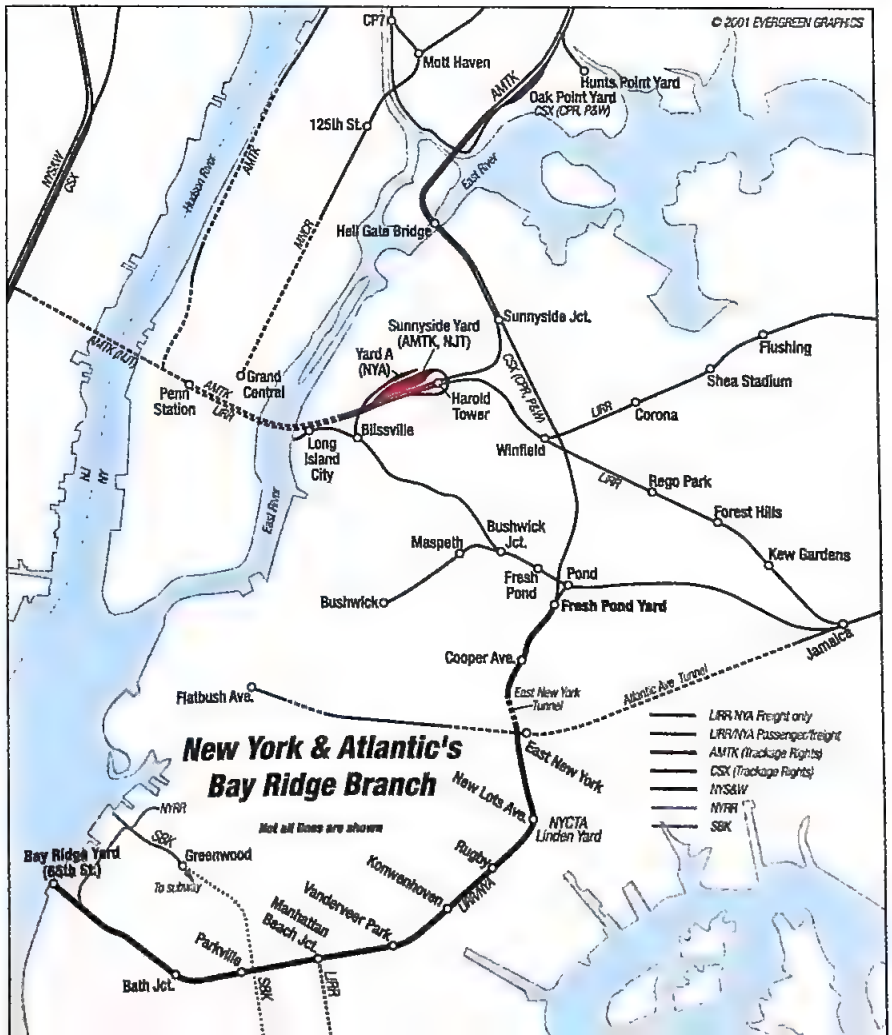
We get a call from RS50, hauling in empties from mid-Island, to tell us the train is now passing through Jamaica and will arrive at Fresh Pond in about 15 minutes. A little before 10:00 p.m., while RS50's brakeman Billy Powell is throwing the switch into East Yard, we're approaching Fremont from the south. "We'll hold on the One Iron," Tony tells engineer Jason Minarovich, allowing them to work the interchange before we descend the connector track to East Yard. Our train rolls to a stop just as RS50's headlight appears in the pitch-black distance. At times it gets closer, then pulls away, and occasionally we hear the clank, clank, clank of slack running in as the crew performs its drill.

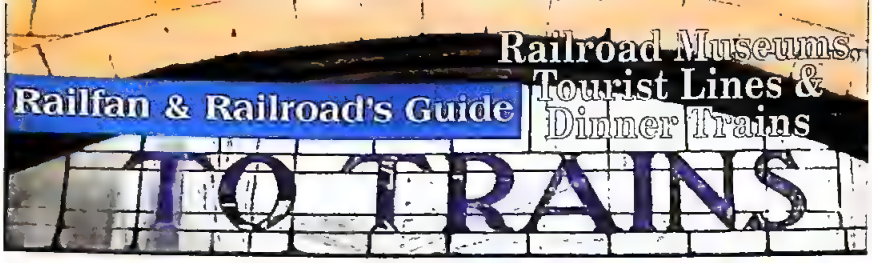
The oppressive daytime heat has eased a bit, and we all gather on the back platform of switcher No.105 as if it were the porch of the old homestead. This brief pause in the action provides an opportunity to rekindle the dialogue about RS100's workload, which leads in turn to a spirited airing of grievances concerning railroading in general, and front office policies in particular. "You've probably heard all this before," says Tommy Materka, and indeed I

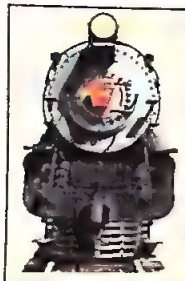
have, at many different operations. It's the classic disparity of thinking between the decision makers and those in the trenches. Of course, griping is in itself a long-standing industry tradition and even serves a practical purpose, strengthening the bond between crew members who must spend long and arduous hours together.

As the conversation winds down, brakeman Roger Richards, with whom I've had only glancing contact during the entire shift, turns to me earnestly. "You've got to understand, we love what we do." And Tommy, who grew up in nearby Greenpoint, chimes in, "I used to chase these trains on my bike when I was a kid." Suddenly it strikes me that these young men represent the new generation of railroaders — street-wise, pointedly outspoken, but as passionately dedicated to their chosen profession as the Harold Fagerbergs of another era. I also recognize that every bit of their enthusiasm and resourcefulness will be needed if New York City rail freight is to realize its potential. Sweat-covered and bone-weary, I'm comforted and encouraged by the thought.

Special thanks to New York & Atlantic Trainmaster Ken Reddy for his support and cooperation.







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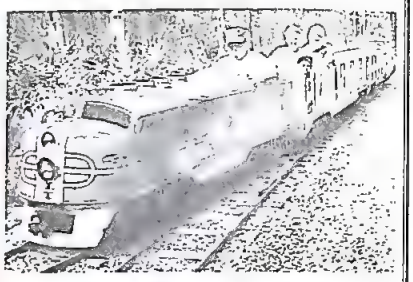

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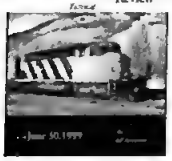
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On The Menu

News and detail on dining by rail — by JAMES D. PORTERFIELD

Western Maryland Scenic

ON A PLEASANT Saturday evening at the end of a terrible week, when only the calendar — which read 9/15/01 — said it was still summer, a cloudless sky allowed the setting sun to cast long shadows. Clear but cool, it was a good time to be out and among people, and to begin to wipe away the week's grim news. Stepping on board a Western Maryland Scenic Railroad train to enjoy dinner prepared by a "celebrity chef" in the dining car seemed fitting.

The Western Maryland Scenic Railway has operated a dinner train on runs between Cumberland and Frostburg, Maryland, since 1997. Customarily, it is a series of *Whodunit?* trains offering one of six mysteries, and a four-course meal, on selected dates between mid-May and mid-December. In 2001, 34 trains ran.

This year WMSR joined a short list of dinner trains that offer celebrity chef runs where local restaurants, for one night, staff the train, plan the menu and provide the on-board services of their executive chef. From the Cumberland area, WMSR hosts include Rocky Gap, J. B.'s Steak Cellar, the Oxford House, the Holiday Inn and renowned local caterer Chef Clyde Mines. Tonight we are in the good hands of Ron and Deb Shaffer, owners of City Lights, a downtown eatery, with Chef Joseph Mantheiy, Sous Chef Dave Hodge and seven kitchen and wait staff. We board at 5:30 p.m. and depart at 6:00 from the immaculate Western Maryland Railway station, located downtown at the western terminus of the C&O Canal. We are joined by 110 passengers in three cars with a capacity of 134.

Our route is a 15.6 mile run along the former Cumberland & Pennsylvania line built in 1856 and a portion of the Western Maryland Railway laid between 1910 and 1912. We pass a number of eastern mountain railroading highlights, including a tunnel and four bridges. The literature describes the views as "spectacular," which is not a cliche. Most remarkable: The Narrows, a 150 million year old, mile long, 900-foot deep, half mile wide split carrying Wills Creek between Wills Mountain, topped off by 380-foot-high white Tuscarora sandstone cliffs to the north (right side of the train going out), and Haystack Mountain to the south. In Frostburg we get a break to stretch our legs outside the city's restored 1891 station. The locomotive is turned on a turntable set just before the portal of a 537-foot tunnel that once carried the C&P main line under the city.

The three-car train includes dining/bar cars Nos.850 and 851, converted ex-ACL/FEC Pullman-built coaches from the 1940s which once ran in the defunct New Georgia Railroad dinner train. They bracket 29-seat kitchen/cafe car No.855, an ex-PRR Budd coffee shop car built in 1956 and used on the *Congressional*. On this occasion I had the pleasure of sitting in this car, which, as usual on celebrity chef runs, is occupied by devotees of the host restaurant.

City Lights' Chef Joseph Mantheiy did not disappoint his followers. He opened with a Pomeroy Brie spread, with capers and toasted almonds, accompanying an array of Baguette croutons. Then followed a spicy Cream of Crab soup, the creation of Dave Hodge, that had the whole car buzzing in approval. At salad, tossed greens, black olives and tomatoes in a sweet and sour dressing that is an adaptation of Chef Joseph's grandmother's cole slaw dressing.

For the main course, either a Filet of Trout stuffed with salmon mousseline and topped with reduced poaching liquid, or a roasted Cornish Hen stuffed with parsley, sage, rosemary and thyme, with your choice of brown and wild rice or, chef's specialty, garlic smashed new potatoes, and blanched fine Julienne of fresh vegetables.

Asked what his biggest surprise was on this, his first attempt to cook in a moving

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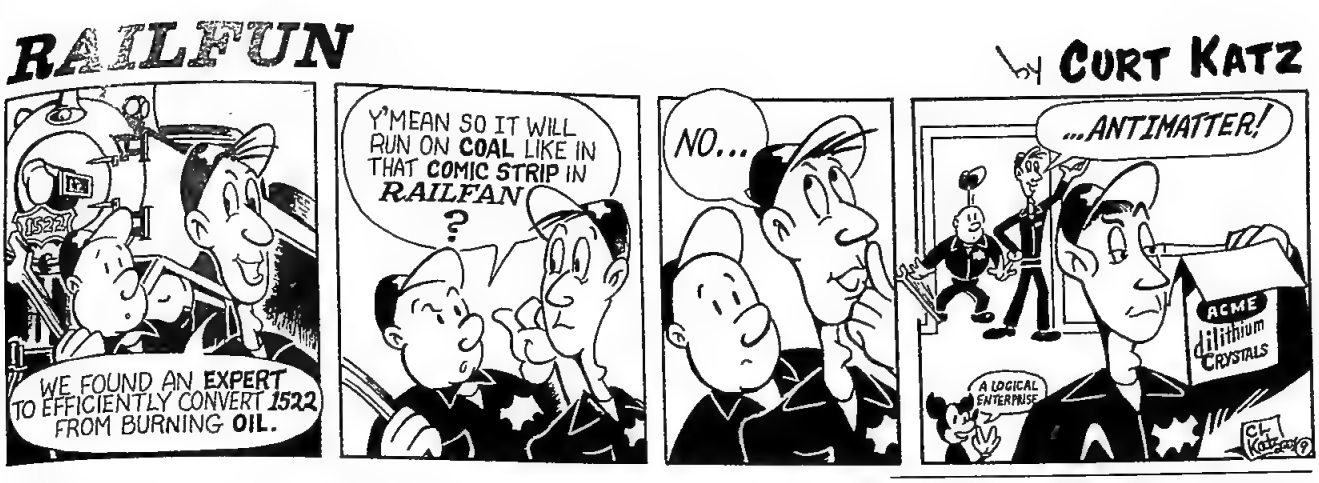
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dining car kitchen, Chef Joseph didn't hesitate: "When the stove's burners died. Not good when one of your side dishes is blanched Julienne of seasonal vegetables." But this graduate of Pittsburgh's Pennsylvania Culinary demonstrated that he has what it takes to be a railroad chef: "I quickly decided to pan-steam them in the oven." He said this as he ladled a house secret Bacardi-Sabayon concoction into pastry cups set on a Mango Coulis splash, piped each with whipped cream, and scattered fresh berries about for dessert.

With so much good food going around the tables, imagine my surprise when Ron Shaffer said to one of his regulars, "We'll have to put this on our menu." Tonight was the first night Chef Joseph had prepared these dishes. "What on earth," I asked, "would possess you to showcase your restaurant with untried recipes?" Never mind that he and his staff were working in a new, and what some would describe as a challenging, environment.

"It all starts with the client's budget," says Shaffer. "Once I know the financial parameters, my chef and I can design a menu. In this case, I also checked out the car. We decided to also design our menu around the oven capacity." To the delight of all on board tonight, his approach was perfect: festive, innovative, memorable. All one could want from an evening of escape.

"The celebrity chef runs have proven a success," says Linda Stevens, WSMR Special Events Coordinator. "One restaurant, which specializes in Cajun cuisine, already plans to book the train for Mardi Gras." For more information, or to make reservations, contact the Western Maryland Scenic Railroad at 800/872-4650 or 301/759-4400, or visit *www.wmsr.com* on the web.

And the Winner Is...

Michael Girouex, who responded to the September 2001 column inviting evaluations of dinner trains recently ridden. To Michael goes an autographed, first printing hardcover edition of *Dining by Rail* for reporting the Fremont & Elkhorn Valley Railroad, which he gave a 9.25 on a 10 point scale. To all who responded, a thank you from dinner train operators everywhere, who will receive a summary of the responses at the dinner train operators' conference at Mount Shasta, California, in November.

Out and About, 2002

Plan now to join me in one of these rail events this coming summer: On board the *American Orient Express* Seattle-Los Angeles Pacific Coast Explorer May 13-20; Santa Fe-Salt Lake City National Parks of the West tour July 3-10; and Salt Lake City-Seattle Great Northwest and Rockies tour July 12-19. Then on the new Holiday Vacations Chicago-Las Vegas Great Southwest by Rail tour August 4-13. In between, the 2002 Railroad Heritage Conference entitled "Participating in Railroading" at Penn State-Altoona June 13-16 (plans include a Friday night ride on the WMSR dinner train). For further informationon these events, call the *American Orient Express* at 800/320-4206; Holiday Vacations rail tours at 800/826-2266, and Penn State-Altoona at 814/949-5722. See you there.

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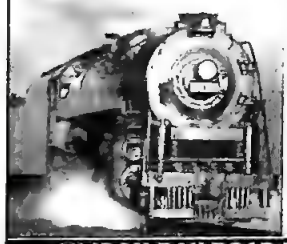

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Camera Bag

Your guide to railfan photography

by JIM BOYD

More Thoughts on Digital!

LAST MONTH I confessed that I'd finally bought a Kodak DC260 digital camera, and we printed a couple of images taken on it. The results looked surprisingly good on the printed page. I guess digital really is here to stay.

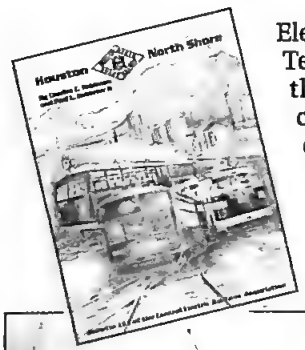
This brings up the immediate question as to whether Kodachrome or that Japanese Volcano film is obsolete and Nikon F's can fulfill their ultimate destiny as blacksmith tools. Should photographers entering the field today forsake conventional film cameras and jump directly into digital? In my opinion: "Not yet."

That's not based on the "old dog / new tricks" philosophy but on some very real and practical considerations. The first is a matter of quality versus cost. Digital at the high end is very much the competitor to 35mm SLR's and film of any type. News photographers are shifting to digital almost everywhere, but the cameras they use start at about $2500 and go on up in price as the quality and memory improve. If you have the wherewithal to go this route, have at it! But if you want something in the less-than-$1000 range, you'll be better off sticking with a good 35mm system and your favorite slide film for most railfan work.

To repeat briefly what I said last month, my Kodak DC260 is a compact consumer auto-everything digital camera with built-in flash and a 38mm-115mm zoom. It's great for snapshots and "people pictures" with resolution that is excellent for 72 d.p.i. Internet and website work and decent for snapshot-size prints off a good printer. It's not quite up to magazine-quality reproduction, however, compared to a typical 35mm color slide. It will cut way down on your film cost, though, as it will hold well over 300 images on one 48MB CompactFlash memory card that can be downloaded into a computer and reused indefinitely.

For most railfan work, however, the camera has two major drawbacks that I mentioned last month but bear repeating. The first quirk is that it takes about eight seconds to turn itself on when you hit the power switch, and that can be an eternity when you're trying to capture unexpected action. It also turns itself off automatically to save the batteries, and it might just go to sleep without warning a second before you need it. Secondly, it does not take the picture the instant you punch the shutter button. It "thinks about it" and responds after it has "digested" the image, and that delay time varies from less than a second to as many as about ten seconds. The delay time depends on image conditions and is neither constant nor predictable. This makes the camera nearly impossible to use for precise action work. I'm told that even the high-end cam-

Houston North Shore
By Charles C. Robinson and Paul L. DeVerter II



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eras have this trait to a lesser degree.

The advantage of a digital camera, aside from film expense, is that you can review the results instantly and know whether or not you got the shot. Polaroid was trying to do this with chemistry a half century ago.

The bottom line here is that I don't think the time is here yet to go totally digital, but it's a good time to get started. From now on I'll be carrying two camera systems: my trusty Nikon N6006, with all its lenses, and my Kodak DC260 digital with its built-in zoom and flash. The December 2001 issue of this magazine demonstrated the results, with the digital images in CAMERA BAG and the 35mm Velvia action shot of Ohio Central's ex-GTW 6325 in RAILNEWS. I'll continue to use the Nikon and slide film for "serious" publication work, while the digital Kodak will be used for fun (like shots of three new Steak 'n' Shakes in Zanesville, Columbus and Canton that I e-mailed to Mike Schafer to claim new "boothage").

And as a side note, Walt Lankenau busted my chops that on close examination my GTW 6325 RAILNEWS shot showed some motion blur at 1/250th of a second on my i.s.o. 50 Velvia, so it looks like I'll be switching over to i.s.o. 400 Provia-F for action work from now on and get back to my old 1/500th of a second standard for shutter speed. (See, an old dog can learn new tricks!)

Getting back to matters digital, there are still things that you need to do to make your images ready for using, viewing and filing. My camera applies code numbers to the images as it stores them on the memory card, and when they're downloaded into the computer, I have just a mass of meaningless numbers. What the heck is "PO0056327" I have a PC that I use to download and store the images, and I need to get some kind of program that will thumbnail the images for storage and viewing. For now I "sneaker net" them over to my MAC on a Zip disk and pull them up in Adobe PhotoDeluxe, which works fine but is very time consuming when you're sorting and comparing images.

When I find an image I want to use, I crop and size it for whatever application I have in mind. Now here's my sermon to you Internet geeks and website gurus: Crop and size your blasted images! Don't make us download a 1.3MB file to see your doggone roster shot of a CSX supercab that's three-quarters sky and/or ballast. I try to keep my website jpegs around 60K at 72 d.p.i., which is fairly typical of a 4×6-inch final image.

The real question that digital presents today is: "What am I going to do with this picture?" If it's preservation, publication or a slide show, then you opt for slide film. If it's a website, Internet or scrapbook, then go digital. The new computer printers can get photo-print quality from digital images.

Many railfans are concerned with the permanence of film images. Much of my stuff from the early 1960s is already beyond recovery, but today's films should outlive all of us. And digital is the technology that will extend that permanence indefinitely. Any color slide shot today will be able to be scanned into an image that can be made immortal on a CD-ROM. Right now that's a pretty expensive proposition, but doing it at a reasonable cost is only a few years in the future. For now, capture your important stuff on film and just be patient.

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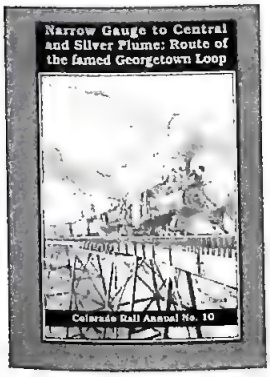

Narrow Gauge to Central and Silver Plume: Route of the famed Georgetown Loop

Colorado Rail Annual No. 10

by Cornelius W. Hauck

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Metrorail Dilemma

THE WASHINGTON METRORAIL service of the Washington Metropolitan Area Transit Authority has been enormously successful in attracting passengers. An average day sees 600 to 650,000 riders on the rapid transit system. Many stations are now overcrowded at the peak hours. There is pressure to add cars to trains, increase frequency of service, expand station capacity, and expand parking to add capacity to a system that has proven to be acceptable and highly attractive to the traveling public.

January 2001 saw 33 years of Metrorail construction come to an end when the planning and building of the original 103-mile system was completed. It is fair to say that the Washington rail service is about to start more building. Already planning is well advanced on extensions of the Orange Line from the vicinity of West Falls Church to Dulles Airport. A planned extension of the Blue Line from Addison Road eastward to Largo, Maryland, is well along in planning. Despite the success of the Metrorail service, surface transportation in Washington is in danger of grinding to a halt because of congestion on highways and streets as more and more vehicles crowd the roadways.

Washington Metrorail may have lured people into a sense of false security. It has a definite capacity and, while there may be ways of expanding its present ability to move passengers, the service will eventually reach saturation. There may be a need in the not too distant future to add new lines within the District of Columbia, as well as the outlying areas. A circumferential line paralleling the Beltway may be needed to interchange passengers with the current and future radial lines and to make suburb-to-suburb rail transit possible. One unfortunate element of the Washington Metrorail system is that it does not include express tracks. Almost without exception, every new commuter, light rail or rapid transit service built in the U.S. since World War II provides only local service. All trains or cars stop at every stop. The expense of construction is so great that the option of express tracks, as created long ago in New York and on the Broad Street Subway in Philadelphia, as well as on some of the elevated lines in Chicago, seemed to be too costly. Perhaps the now-discarded A and B trains service on the Chicago rapid transit service will come into vogue once again. The experience of Washington Metrorail is a lesson for all. Be prepared to be a victim of your own success. Many thanks to John Hanlon for the information.

Pittsburgh's Overbrook Line progress

The rehabilitation of the Overbrook light rail line in Pittsburgh is really a complete rebuilding along the old right-of-way. This is no small undertaking because major new bridges are being constructed along the 5.5-mile line. One bridge is a 673-foot span over West Warrington Avenue. The project includes elimination of three grade crossings in the South Hills area.

As part of the rehabilitation, concrete is being used to plug a number of open mine faces above Saw Mill Run. Contractors are pumping in a mixture of concrete and fly ash to fill up the old mines to help avoid subsidence.

When the overhead wire is put in place, poles will be used instead of the massive steel structures that are on the other parts of the Pittsburgh light rail system. The Overbrook project is formidable: 25 miles of continuously welded rail will be used, along with 2000 tons of structural steel and 27,000 cubic yards of concrete.

The Castle Shannon Volunteer Fire Department has donated property for a station in that community. The firefighters host a 350-space lot for park-and-ride customers. Thanks to Charles H. Bogart for the news.

Fort Smith Trolley Museum

Reader Dale Gunnar sent information about the Fort Smith Trolley Museum. A major attraction there is Fort Smith Light & Traction Birney car No.224. The rehabilitated Birney began its operation at the museum on May 19, 1991. The museum is built on the site of the old Midland Valley railroad maintenance yards, and it's trolley barn was erected in 1985. The barn was designed to house five streetcars, but now the number of cars and the equipment for the shop have expanded to the point that the space is not large enough. For information about the Fort Smith museum, contact the Fort Smith Streetcar Restoration Association, Inc., 2121 Wolf Lane, Fort Smith, AK 73901, or e-mail at *info@ftsm.org*. You can go on line at *www.ftsm.org/newsletter/tr59.html*.

Changes in New York subways

The connection of the 63rd Street tunnel into the Queens Boulevard subway lines is responsible for changes in service being offered by MTA New York Transit. The F Line, which previously used the 53rd Street tunnel, now operates through the 63rd Street tunnel. To replace some of the service, a new V Line will operate from Queens into the lower east side of New York via the 53rd Street tunnel. The new tunnel provides extra capacity between Queens and Manhattan and is expected to add comfort and convenience to travelers.

Now in the planning process is the long awaited full-length subway under 2nd Avenue from 125th Street in the north to the financial district in lower Manhattan. South

PLEASE SEND any light rail, transit and commuter rail news items or correspondence directly to Prof. George M. Smerk Institute for Urban Transportation, 825 E. 8th Street, Bloomington, IN 47408-3805.

by GEORGE M. SMERK

in Washington

of Houston Street there are two options. One is to build a completely new subway under Water Street, and the second is to use the existing Nassau Street subway. The 2nd Avenue subway will have approximately 15 new stations to serve the public, and there is the possibility of an additional station at 116th Street. There will also be track connections to the 63rd Street tunnel line for service between Manhattan and Queens.

The environmental analysis of the 2nd Avenue subway began in early 2001, with the final environmental report due in fall 2003. Preliminary engineering is scheduled to begin in fall 2001 and will be completed by the end of 2003. Final design will get underway at the beginning of 2004 and construction is expected to begin by the end of 2004. To find out more about this project, the address is MTA New York City Transit, 2nd Avenue Subway Project, 130 Livingston Street, Room 3012E, New York, NY 11201. The MTA website is *www.mta.nyc.ny.us/planning/mesa*. The telephone hotline is 718/694-5164. Thanks to Steve Stark for the information.

Tampa trolleys redux

Electric streetcars served Tampa, Florida, from 1892 until 1946, linking the business area, the railroad station and the suburbs. A new 2.3-mile trolley line is aimed at the tourist trade. It will link the convention center in Tampa with Ybor City and essentially operate in a loop.

The cars to serve this line will not be any of the original Tampa cars. Instead, brand new cars are being built by the GOMACO Company of Ida Grove, Iowa. The new old cars will be of a double-truck Birney design that was used in Tampa and other places. The cars will be painted in the same yellow color as the originals. The basic four-wheel Birney car design was a pre-1920 reaction to the need of the transit industry for economy. Older, heavier wooden and early steel streetcars were extremely heavy and gobbled up power. The earlier cars also required two-man crews. The Birney was equipped with special devices so that one person could operate it safely, as well as collect fares. Light in weight and stingy in its use of electric power, it was ideal vehicle to shed costs. The Birney cars were very popular in many places in the United States where there were modest demands for transit service. Double-truck, eight-wheel Birneys involved safety devices and economical light weight, but were useful where more capacity was needed. The economy of the car probably saved many street railway companies during the competitive 1920s and the disastrous business downturn of the Great Depression. The original four-wheel Birney was a never-to-be-forgotten bucking bronco on bad track. Bruce J. Russell was kind enough to supply the information.

Flashes

From Anna Johnson I learn that **CALGARY, ALBERTA,** suffered from a transit strike lasting more than a month. The light rail line was struck down along with all the bus services. She also writes that transit workers in Vancouver, British Columbia, are also considering a walk off.

The **TEXAS TRANSPORTATION INSTITUTE** studied congestion in 68 urban areas around the United States. It turns out that the average person in the United States spends 36 hours a year sitting in traffic, which is two hours worse than it was two years earlier. Time wasted in congestion has gone up considerably, since it was only eleven hours in 1982. Thanks to Peter Perrault for the news.

Remember the flip book that you had when you were a kid? By flipping the pages rapidly, the little pictures would appear to move. Now Coca-Cola is going to advertise in the **ATLANTA** subway by use of a similar idea. Ads for Coke's Desani bottled water will be in a series of lighted boxes along a tunnel wall on Atlanta Metro's north line. As the trains run by at speed, the pictures will appear to move.

President George W. Bush announced his plans to nominate **JENNA DORN** for the position of Federal Transit Administrator. Ms. Dorn was a member of the Reagan and first Bush administrations.

Commuter trains are riding high in California. The **ALTAMONT COMMUTER EXPRESS** between Stockton and San Jose have seen a 300% increase in ridership; indeed, more than 750 people a day prefer to stand up on the train rather than drive. By the end of 2001, the Altamont Commuter Express Authority hopes to have two more trains each way each day.

The north and south tubes of the **BERGEN TUNNEL** are the means by which New Jersey Transit fetches commuter trains from north Jersey rail lines to Hoboken Terminal. The north tube was built in 1876, and from time to time has caused problems. Explosion-like sounds are heard now and then because water drips from the tunnel roof onto the electrified overhead wires. During winter months icicles form and vibrations from the trains cause them to drop on the roof of the commuter rail cars, scaring passengers. Now the tunnel is to be rehabilitated. The bricks lining the inside of the tunnel will be removed and the walls and ceiling will get a new coating of concrete, along with a waterproof membrane to prevent future leaks. New Jersey Transit is aware that this will cause inconvenience for passengers while the tunnel is closed. The project is expected to take 14 months to complete. Thanks to Jon Goodman for the news.

Dennis Cavagnaro writes that the **SAN FRANCISCO MUNICIPAL RAILWAY** has a system-wide on-time performance goal of 65%. The actual system-wide percentage is 63.4%. Streetcars operate 45.5% on time, the trolleybuses 65.1% on time, the diesel buses 60.3% on time, and the cable cars only 18.3% on time. Now you know why you waited so long at Powell and Market for the Hyde Street car.

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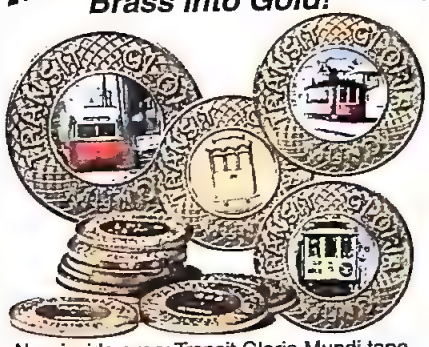

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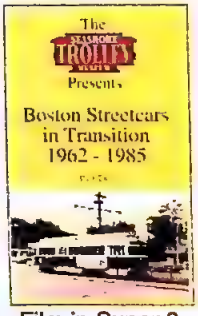

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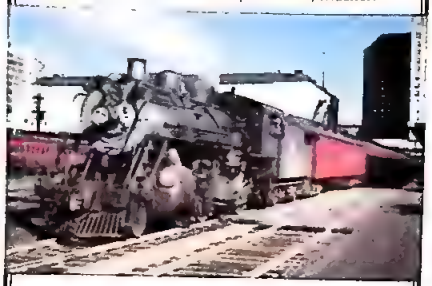

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Lineside Legacy

Preservation and restoration news

by JEFF TERRY

Canadian National 5822 Moves To TVRM

ON JUNE 13, 2001, several pieces of surplus railroad equipment long stored by Steamtown National Historic Site at the Tobyhanna, Pennsylvania, Army base were moved to the Steamtown yard in Scranton. While some equipment (mostly passenger cars) will be retained, many pieces, including Canadian National 4-6-2 No.5822, Canadian Pacific 4-4-4 No.2929 and Kansas City Southern F9M No.4061 have been donated or traded to other non-profit organizations.

CN No.5822 has been acquired by the Tennessee Valley Railroad Museum and arrived in Chattanooga via Canadian Pacific and Norfolk Southern on June 28th. It was obtained in exchange for future wheel work on Boston & Maine Pacific No.3713 and other Steamtown engines.

No.5822 was one of the few Canadian locomotives in the Steamtown collection with strong ties to the United States. It was built by the Montreal Locomotive Works in March 1919 and was originally numbered 516. It was given its present number in 1920 and for many years operated on the Central Vermont around St. Albans, Vermont, and was assigned as the protection engine for the *Ambassador* during the early 1950s. The 4-6-2 was last shopped in November 1957 and then stored serviceable in CN's Montreal roundhouse until retirement in February 1960. One year later it was purchased by F. Nelson Blount and moved to Bellows Falls, Vermont, for display at Steamtown. Reportedly, in 1973 Steamtown planned to rebuild the engine (the proceeds from Boston-Montpelier excursion trips pulled by Nickel Plate 759 were to have gone to 5822), but after some initial work was done, the project was abandoned in favor of rebuilding CPR No.2317.

Many railfans have asked, "Why would a Tennessee museum want a Canadian National 4-6-2?" The answer: TVRM has long wanted to add a 4-6-2 (considered by many to be a "true" passenger engine) to its fine collection, and when the opportunity arose to acquire No.5822 last year, it was too good to pass up. "I first heard about the Tobyhanna equipment being available back in September 2000," said TVRM's G. Mark Ray, now 5822 Project Manager, "and when I found out one of the engines was a Pacific — we've been looking for a Pacific for some time now — we went to Steamtown and looked it over and put in a request, thinking we probably wouldn't get it." Surprisingly, Steamtown received only one other serious offer for 5822 (from a for-profit group) and subsequently traded it to TVRM.

Since the engine has run very little since its last major shopping, No.5822 is believed to be in excellent condition; the running

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gear is in good shape (the tires were replaced in 1955, and two drive wheel axles were renewed in '57) and the firebox and boiler appear to be sound. "When we first looked into the firebox, the arch brick looked brand new," said Ray, "and the engine hardly ran after its last overhaul. Steamtown had all the reports back to 1955, which show that it was in storage up to 1960." The tender will probably require the most work, as it has deteriorated badly in storage.

G. Mark Ray and the TVRM hope to begin working to return No.5822 to steam as soon as either Southern 2-8-0 No.630 or Kentucky & Tennessee 2-8-2 No.10 is overhauled and back in service (TVRM recently completed overhauling its ex-U. S. Army 2-8-0 No.610). Over the next few months, the museum will remove No.5822's boiler jacket and lagging and perform a thorough assessment of the boiler shell. If everything looks good, it is anticipated the engine can be returned to steam in within a few years, but don't look for it to appear as it did on the Canadian National — more likely the 4-6-2 will wear a Southern-inspired dress: green with gold striping. Once up and running, No.5288 will undoubtedly be one of the prettiest locomotives to grace the rails down south since the Southern debuted No.4501 in Sylvan green back in 1966. — *G. Mark Ray* and *WWW.RYPN.ORG*

Bad News for White Pass Steam

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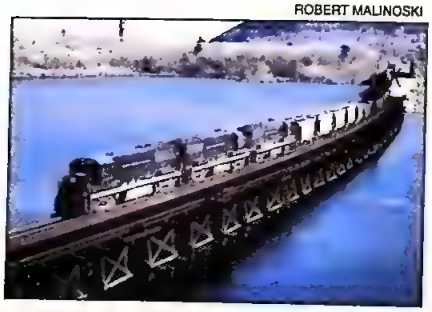

• **THEN AND NOW: The Hudson Valley is one of the 21st Century railfanning hotspots, but Bob Malinoski was shooting the same scenes as today's photographers three decades earlier. Through Bob's photos, we look at what 35 years of change has brought to southeast New York.**

FEBRUARY 2002 ISSUE ON SALE JANUARY 1

Superintendent John Bush, the White Pass ceased all steam operations, but continues to offer diesel-powered excursions. You may remember that No.40 was overhauled in Colorado and trucked to Skagway to participate in the White Pass Route's centennial celebrations during July 2000. Since then, it has operated many times on the White Pass in tourist service, supplementing WP&YR 2-8-2 No.73, which has been down this past year for firebox repairs (which reportedly will not be completed). The railroad's recently-acquired 2-8-0 No. 69 (see the November 2001 LINESIDE LEGACY) will not move immediately to Alaska but to a secure storage site in Colorado while its future is decided. The Georgetown Loop still plans to complete the overhaul of 2-8-0 No.44, which is being funded by the lease of No.40.

Climax Finds a Home

The Connecticut Trolley Museum's ex-Moore, Keppel & Company two-truck Climax No.3 has been purchased for $200,000 by the Durbin & Greenbrier Valley Railroad of Durbin, West Virginia, a tourist line which operates over the northern portion of the former Chesapeake & Ohio Durbin branch. High bids for the museum's ex-Hartford Electric Light Company 0-4-0T No.5 and a Porter 0-4-0 fireless went to the Railstar Corporation of New York, which has not disclosed its plans for the engines.

PLEASE SEND correspondence concerning LINESIDE LEGACY directly to Jeff Terry, 1220 East 5th Street, St. Paul, MN 55106, or via e-mail: *lineside@railfan.com*. Please send photos directly to RAILFAN & RAILROAD, P.O. Box 700, Newton, NJ 07860.

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Videos

Reviews of new releases

Santa Fe 3751 Visits Railfair '99

Goodheart Productions, P.O. Box 47131-R, Chicago, IL 60647; 800/482-1522; *www.goodheartvideo.com*; 63 minutes, VHS; $29.95 plus shipping.

This tape brings this issue's article to life in its comprehensive coverage of Santa Fe 3751's seven-day trip to and from Railfair 1999. Santa Fe's first 4-8-4, No.3751 does not run very often, but when it does, it ranges far and wide and runs like it did in regular service. The 1999 ferry runs from Los Angeles to Sacramento and return had the engine on the point of a consist that included a BNSF GE Heritage II diesel, a crew car and a train of either matched, new boxcars (northbound) or older covered hoppers (southbound), trailed by two passenger cars. These are clearly not the Pullman green heavyweight consists purists would want, but a necessity for a non-revenue operation on a Class I railroad today. The best footage from all seven days is combined here in a well-edited, fast paced show. The narration covers the design and history of the engine, with cameo comments on locations and other activities. Covered are many of the classic locations you would expect as well as human interest cutaways, interviews with the crew, and numerous accelerating starts and pacing sequences. The engine's performance is almost always solid, with stereo sound exhaust and the smoke, for an oil burner running in environmentally conscious California, is quite nice. The sights and sounds of the engine, along with fine camera work, allow you to ignore the train if you wish and concentrate on this exceptional classic locomotive doing its thing in the Golden State.

On day one, we progress from San Bernardino over Cajon Pass to Barstow. A flashback shows the tender being united with the engine in Amtrak's Redondo roundhouse, the jewelry being applied to the engine, and minor adjustments made to the machinery. Back at Barstow, the train makes a spirited departure, accelerates after several service stops, climbs the "S" curve out of Mojave, traverses Tehachapi Loop down grade while meeting a freight and ends day two at a fine upgrade location at Sand Cut. From Bakersfield north, the line is photographically challenged, but the pacing and pan shots and (dry) river bridges and starts make good imagery.

After a brief look at Railfair, we commence the return run, the first day ending in a nice glint light pace north of Fresno. More high-speed shots the next day in the San Joaquin Valley take us to Bakersfield, where the program spends a lot of quality time on the late afternoon into evening climb up to Tehachapi. Here, the cab footage shows how engineer George Klaus and fireman Phil Kauke communicate with hand signals, how the engine is fired and run, the flues cleaned, signals called and fire tended. A number of good angles both inside and outside the locomotive are precisely edited into simultaneously shot trackside footage, giving the viewer the exceptional ability to relate what is normally seen on the ground to what is going on aboard the locomotive. As darkness falls, some of the imagery gets arty and moody, while at other times the format is pressed to its lux limits, but overall the it's best that could be done. Highlights of the last day are the scene leaving Barstow with a vengeance, the Victorville narrows shot both high and low, Frost, and Cajon Summit from several angles. Of course, the interviews with Phil (fireman) and George (engineer), two classic gentlemen, are not to be missed.

Camera work done by several shooters ranges from traditional three-quarter runbys to very well-executed pans. Only a few takes are less than top quality and could have been cut or shortened. The exclusive cab footage of the two "old masters" reliving their youth is great. This tape is a very pleasant viewing and listening experience with no filler. Anyone who's interested in the sights and sounds of a perfectly restored Santa Fe Northern running just as Baldwin intended will find this is a worthy purchase. Stay tuned for the planned summer 2002 trip to Williams, Arizona, and the Grand Canyon if you want to see the engine in person. — *Tom Kelcec*

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Steam in the Snow Western Maryland Style

Main Line Motion Pictures, P.O. Box 3985, Chester, VA 23831; 866/826-4809; *www.mainlinevideo.com*; 56 minutes, VHS; $29.95 postpaid.

By now, most of us have heard of the freight train charters operated by Carl Franz on the Western Maryland Scenic over the past few years. This tape covers what the paying passengers saw on two days of Carl's charters in January 2001, when there is nothing better to do than watch a steam engine working hard in cold weather on a steep grade, with sun and snow a great bonus.

This production presents each day in chronological sequence as a large number of runbys are executed. We start before dawn as the engine and train are prepared for the day's runs, and the program ends as they are shut down afterward. To my taste, the runbys are very well composed as a scene into which the engine and train fit. Infrequent camera movements are very smooth and proper (there are no excessively tight follow-zooms, for example). Often, on repeated runbys the camera angles are changed and include creative views most might not think of. Of necessity, due to the line's characteristics and the crowd of passengers, the runbys are essentially three-quarter wedge views, but going away shots are included now and then. There is no narration that I recall, but that's not a drawback to me since I have been on these trips and just enjoy sitting back and reliving the days. However, others might prefer some narration.

The images have been shot on the latest MiniDV equipment, are consistently very sharp and properly ex-posed, with a very high quality sound track suitable for loud listening. The only minor annoyance is the apparent use of every different type of scene dissolve option available on the editing machinery. With an authentically presented engine and train, numerous runbys on a good grade, a variety of winter weather conditions, and competent camera technique, this tape should please all steam fans. Don't let the brevity of this review dissuade you. — *Tom Kelcec*

Cuba's Finest Narrow Gauge: Central Rafael Freyre

Canadian Caboose, Box 844, Skookumchuck, BC, V0B 2E0, Canada; 800/471-5628; 120 minutes full color, VHS or PAL; $39.95 plus $4.00 postage in U.S. and Canada, $8.00 Europe; Canadians add 7% GST.

Many are aware of the U.S.-export steam still running seasonally on sugar plantations in Cuba, and a few tapes give us a railfan's-eye view. This tape by Adolf Hungry Wolf shows one line in detail and includes much more of the total scene, with emphasis on the people that run the engines and trains as well as those who live along the line. It is a quite interesting, home made and low key (yet well done) production. The footage, shot during the 1999 sugar season, covers the highly scenic operations of this 2½-foot gauge, oil-fired line. Motive power is early 1900s Baldwin 2-8-0s, at times using two engines on long trains, all run without train brakes (use the reverse, amigo).

We live trackside in a small house, where trains work up the grade outside the front door. While there are many runpasts, we spend much time riding the engines, and Adolf has the crew videotape him running the engine. Branch line railroading under communism is an operation of improvisation and necessity, so we see derailments and rerailing efforts, track work, the occasional Soviet or GE center-cab diesel, and ties chopped from logs using an "armstrong" ax. On the human side, there are views of cooking dinner, the crew getting haircuts in the yard, rare shots inside a sugar cane processing plant, horse carts and such. But the meat of the program remains the awesome performances of the little engines on long trains as they traverse a scenic and steeply graded line. The stack talk is genuine, the whistles are wonderful, and the smoke is generous. We see and ride single and double headers and pushers, and witness near- and actual stalls.

The production quality is not as excellent as that of the major producers, but this is a very good effort filled with local, rural color. Those interested in steam branch line operations or just curious about Cuba will find this a worthwhile view. — *Tom Kelcec*

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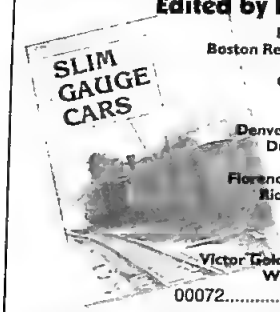

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Editorial commentary

Common sense

IT HAS BECOME an unfortunate way of life that anthrax and bomb threats have become a repeating part of our daily newscasts. The United States is at war, however, and terrorist threats cannot be taken lightly.

The nation's railroads are an integral part of our economy, and it would be naive to think they would be immune as terrorist targets. And while railroad photography and train watching seem rather insignificant in the big picture, President Bush has urged the people of the U.S. to "get on with your lives." For some of us, that means getting down to the tracks to enjoy our hobby.

Once again, though, let's put things into perspective. While internet rumors were floating around that anyone on railroad property would be arrested, the truth is a little common sense will let us enjoy our hobby while also letting railroad law enforcement tend to more important matters. The Association of American Railroads issued a statement on October 19, 2001, addressing railroad security issues. The statement read:

"In order to assist in the defense of our homeland, the railroad industry has — in consultation with the federal government — stepped up efforts to patrol and secure our properties.

"While the AAR has not asked its member railroads to 'profile' individuals near or around railroad property, railroad fans should be aware that the rail industry — along with the rest of the nation — is operating at a heightened state of alert that recognizes the dramatic change September 11th brought to our nation. That includes more scrutiny of activities and people in and around rail yards and tracks.

"We appreciate and value railfans' interest and support, and sincerely hope railfans understand that everyone is experiencing inconveniences as a result of the war on terrorism."

Let's use a little common sense out there.

Steve

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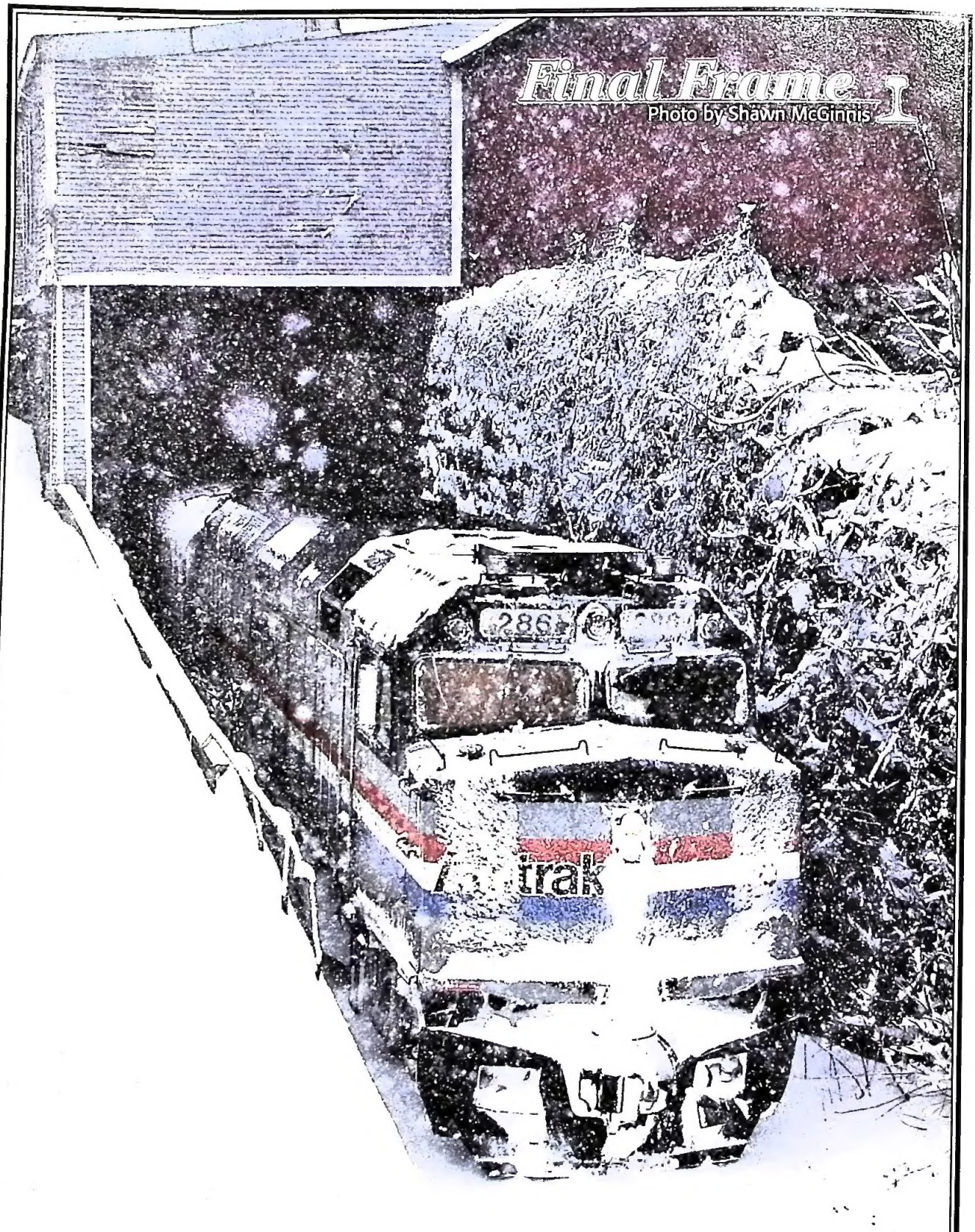

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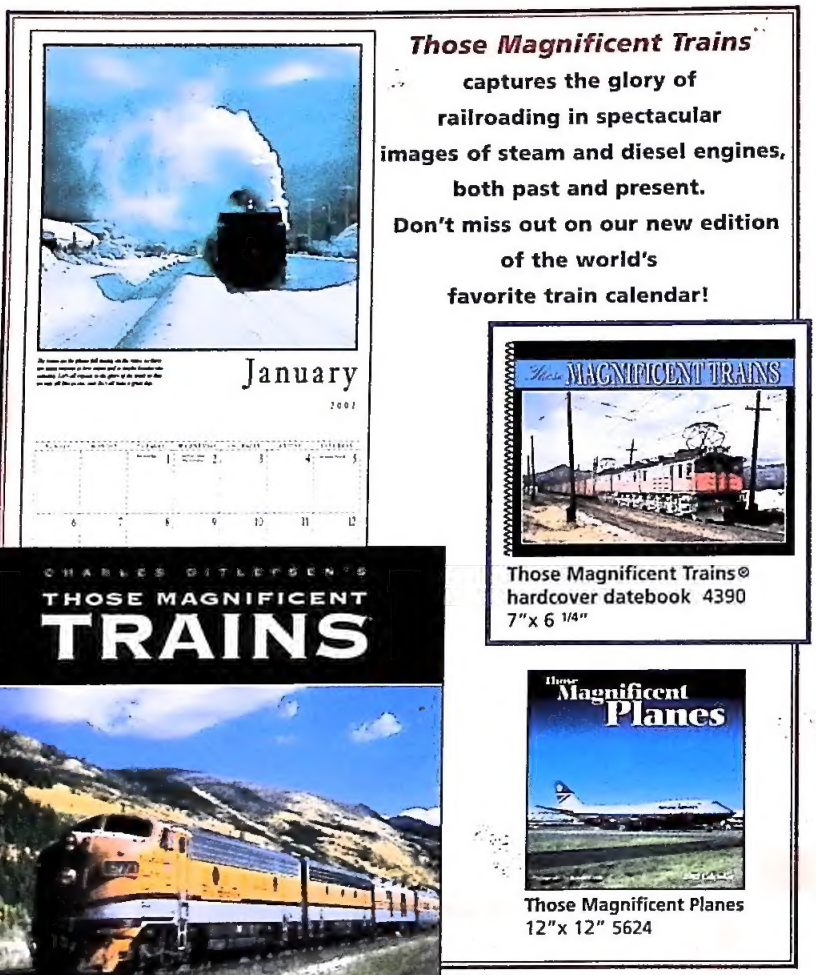

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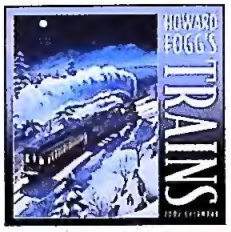

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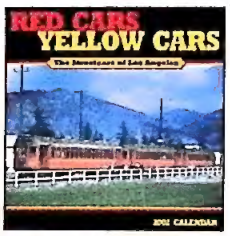

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